

CHAPTER 2C. WARNING SIGNS

Section 2C.01 Function of Warning Signs

Support:

Warning signs call attention to unexpected conditions on or adjacent to a highway or street and to situations that might not be readily apparent to road users. Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations.

Section 2C.02 Application of Warning Signs

Standard:

The use of warning signs shall be based on an engineering study or on engineering judgment.

Guidance:

The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs. In situations where the condition or activity is seasonal or temporary, the warning sign should be removed or covered when the condition or activity does not exist.

Support:

The categories of warning signs are shown in Table 2C-1.

Warning signs specified herein cover most of the conditions that are likely to be encountered. Additional warning signs for low-volume roads (as defined in Section 5A.01), temporary traffic control zones, school areas, highway-rail grade crossings, bicycle facilities, and highway-light rail transit grade crossings are discussed in Parts 5 through 10, respectively.

Option:

Word message warning signs other than those specified in this Manual may be developed and installed by State and local highway agencies [Department of Transportation \(See Section 2A.06\)](#).

[Warning signs may be supplemented with a yellow flashing beacon.](#)

Section 2C.03 Design of Warning Signs

Standard:

All warning signs shall be diamond-shaped (square with one diagonal vertical) with a black legend and border on a yellow background unless specifically designated otherwise. Warning signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the "Standard Highway Signs" book (see Section 1A.11).

Option:

Warning signs regarding conditions associated with pedestrians, bicyclists, playgrounds, school buses, and schools may have a black legend and border on a yellow background or a black legend and border on a fluorescent yellow-green background.

Support:

[Sign design details are contained in FHWA's "Standard Highway Signs" book and Department of Transportation's "Traffic Sign Specifications". See Section 1A.11 for information regarding these publications.](#)

[Table 2C-101\(CA\) shows a list of California Warning Signs.](#)

[Figure 2C-101\(CA\) shows California Warning Signs.](#)

[The use of educational plaques to supplement symbol signs is described in Section 2A.13.](#)

Section 2C.04 Size of Warning Signs

Standard:

~~The sizes for warning signs shall be as shown in Table 2C-2.~~

Guidance:

[The sizes for warning signs shall be as shown in Table 2C-2.](#)

The Conventional Road size should be used on conventional roads.

The Freeway and Expressway sizes should be used for higher-speed applications to provide larger signs for increased visibility and recognition.

Table 2C-101(CA). California Warning Signs (Sheet 1 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W1(CA)	W1-4	Reverse Curve	2C.06, 2C.07
W2(CA)	W1-3	Reverse Turn	2C.06, 2C.07
W3(CA)	W1-1	Turn	2C.06, 2C.07, 2C.08
W4(CA) Series	W1-1a	Combination Turn/Advisory Speed	2C.07
W4(CA) Series	W1-2a	Combination Curve/Advisory Speed	2C.07
W5(CA)	W1-2	Curve	2C.06, 2C.07, 2C.08
W6(CA)	W13-1	Advisory Speed Plaque	2C.06, 2C.07, 2C.11, 2C.14, 2C.15, 2C.46, 2C.101(CA), 2C.102(CA)
W7(CA)	W2-4	T-Symbol	2C.37
W7A(CA)	W2-2	Side Road	2C.08, 2C.37
W8(CA)	W2-5	Y-Symbol	2C.37
W9(CA)	W2-1	Cross Road	2C.08, 2C.37
W10(CA)	W10-2	Highway-Rail Grade Crossing Advance Warning (Cross Road)	8B.04, 10C.15
W10A(CA)	W10-3	Highway-Rail Grade Crossing Advance Warning (Side Road)	8B.04, 10C.15
W10B(CA)	W10-4	Highway-Rail Grade Crossing Advance Warning (T-Intersection)	8B.04, 10C.15
W11(CA)	W4-2	Lane Ends	2C.33
W11-1(CA)	None	(HOV) Lane Reduction	2C.107(CA)
W14(CA)	W1-5	Winding Road	2C.06, 2C.07
W15(CA)	W5-1	ROAD NARROWS	2C.15
W17(CA)	W3-1	Stop Ahead	2C.29
W18(CA)	W8-4	SOFT SHOULDER	2C.26
W19(CA)	W8-3	PAVEMENT ENDS	2C.25
W20(CA)	None	Weight Limit	2B.49
W20A(CA)	None	Weight Limit	2B.49
W23(CA)	W5-2	NARROW BRIDGE	2C.16
W25(CA)	W6-1	Divided Highway (Road)	2C.18
W26(CA)	W6-2	Divided Highway (Road) Ends	2C.19, 2C.34
W28(CA)	W3-2	Yield Ahead	2C.29
W29(CA)	W7-1	Hill	2C.12
W29-1(CA)	W7-1b	Combination Hill/Grade	2C.12
W29A(CA)	W7-3	___ % GRADE Plaque	2C.12, 2C.48
W29B(CA)	W7-3b	___ % GRADE (X MILES) Plaque	2C.12, 2C.48
W29C(CA)	W7-2b	TRUCKS USE LOWER GEAR Plaque	2C.48
W30(CA)	W7-4	RUNAWAY TRUCK RAMP (X MILE)	2C.13
W30A(CA)	W7-4b	RUNAWAY TRUCK RAMP Arrow	2C.13
W30B(CA)	None	DEEP GRAVEL	2C.13
W30C(CA)	None	RIGHT(LEFT) EXIT	2C.13
W31(CA)	None	END	2C.21
W31A(CA)	None	ROAD ENDS ___ FT	2C.21
W32(CA)	W8-2	DIP	2C.23

Table 2C-101(CA). California Warning Signs (Sheet 2 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W33(CA)	W8-8	ROUGH ROAD	2C.102(CA)
W34(CA)	W12-2	Low Clearance	2C.22
W34A(CA)	None	Distance Ahead Plaque	2B.49, 2C.22, 2C.45
W34B(CA)	W12-2P	___ FT ___ IN Plaque	2C.22
W34C(CA)	None	CAUTION VERTICAL CLEARANCE ___' ___" Arrow	2C.22
W36(CA)	W5-3	ONE LANE BRIDGE	2C.17
W37(CA)	W8-1	BUMP	2C.23
W38(CA)	None	SLIDE AREA	2C.102(CA)
W41(CA)	W3-3	Signal Ahead	2C.29, 4D.20, 4K.102(CA)
W41A(CA)	W3-3a	SIGNAL AHEAD	2C.29
W42(CA)	W8-5	Slippery When Wet	2C.25
W43(CA)	None	ICY	2C.28
W44(CA)	W6-3	Two-Way Traffic	2C.19, 2C.34, 3B.07
W44-1(CA)	W6-4	Opposing Traffic Lane Divider	6F.70
W44A(CA)	None	TWO WAY TRAFFIC Plaque	2C.34
W45(CA)	W11-7	Equestrian	2C.41
W46(CA)	W10-1a	EXEMPT	8B.05
W46A(CA)	None	EXEMPT 2W-5.1-C	8B.05
W47(CA)	W10-1	Highway-Rail Grade Crossing Advance Warning	8B.04, 10C.15
W48(CA)	None	Number of Tracks	8B.04, 10C.15
W49(CA)	None	DRAW BRIDGE	2C.17
W50(CA)	None	ROCK SLIDE AREA	2C.102(CA)
W50-1(CA)	None	Rock Slide Area	2C.102(CA)
W51(CA)	None	SLOW TRUCKS	2C.103(CA)
W53(CA)	None	NOT A THROUGH STREET	2C.21
W53A(CA)	W14-2	NO OUTLET	2C.21
W54A(CA)	W11-2	Pedestrian Crossing	2C.41
W55(CA)	None	FLOODED	2C.102(CA)
W55B(CA)	None	SUBJECT TO FLOODING	2C.102(CA)
W56(CA)	W1-7	Two-Direction Large Arrow	2C.38
W57(CA)	W1-6	One-Direction Large Arrow	2C.06, 2C.09, 2C.10
W58(CA)	W12-1	Double Arrow	2C.20
W59(CA)	W4-1	Merge	2C.31
W59-1(CA)	None	(HOV) Merge	2C.107(CA)
W60(CA)	W4-3	Added Lane	2C.32
W61(CA)	None	Lane Drop Panels	2E.20
Series			
W62(CA)	W11-5	Farm Equipment	2C.40
W63(CA)	S1-1	School Advance Warning	7B.07, 7B.08, 7B.09, 7B.101(CA)
W64(CA)	S3-1	SCHOOL BUS STOP AHEAD	7B.07, 7B.10
W65(CA)	S4-3	SCHOOL Plaque	7B.07, 7B.08, 7B.09, 7B.11
W65-1(CA)	S5-2	END SCHOOL ZONE	7B.13
W67(CA)	W11-4	Cattle Crossing	2C.41
W68(CA)	W11-3	Deer Crossing	2C.41
W69(CA)	None	END FREEWAY (X MILE)	2C.37

Table 2C-101(CA). California Warning Signs (Sheet 3 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W70(CA)	None	CROSS TRAFFIC AHEAD	2C.37
W71(CA)	W7-3a	Next Distance Plaque	2C.06, 2C.45
W72(CA)	W13-2	Advisory Exit Speed	2C.36
W72A(CA)	W13-3	Advisory Ramp Speed	2C.36
W72B(CA)	None	(HOV) Advisory Exit(Ramp) Speed	2C.107(CA)
W73(CA)	None	RIGHT(LEFT) LANE EXITS AHEAD	2C.33
W73A(CA)	None	RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD	2C.33
W74(CA)	W4-7	THRU TRAFFIC MERGE LEFT (RIGHT)	2B.21, 2C.33
W74-1(CA)	None	(HOV) THRU TRAFFIC MERGE LEFT (RIGHT)	2C.107(CA)
W75-1(CA)	None	(HOV) LANE ENDS MERGE LEFT (RIGHT)	2C.107(CA)
W79(CA)	W11-1	Bicycle Crossing	2C.40, 9B.17, 9C.04, 9C.103(CA)
W79A(CA)	W16-1	SHARE THE ROAD	2C.40, 2C.51, 9B.18, 9C.103(CA)
W81(CA)	W1-8	Chevron Alignment	2C.06, 2C.10
W82(CA)	None	Light Rail Transit (Trolley) Crossing	10C.101(CA)
W82-1(CA)	None	Light Rail Transit (Trolley) Crossing /LOOK BOTH WAYS	10C.101(CA)
W83(CA)	None	PASS WITH CARE	2C.34
SW1(CA)	W4-4P	CROSS TRAFFIC DOES NOT STOP	2C.50
SW4-1(CA)	None	WATCH DOWNHILL SPEED	2C.48
SW17-1(CA)	None	TRAILERS-CAMPERS-GUSTY WIND AREA NEXT ____ MILES	2C.30
SW21B(CA)	W11-8	Emergency Vehicle	2C.40
SW22-1(CA)	None	WINDING LEVEE ROAD	2C.06
SW22-1A(CA)	None	Speed/Distance Plaque	2C.06
SW26(CA)	None	SIGNAL/STOP AHEAD Arrow	2C.29
SW27(CA)	W10-12	Skewed Crossing Sign	8B.19, 10C.19
SW28(CA)	None	STEEL BRIDGE DECK	2C.102(CA)
SW32(CA)	None	DRIFTING SAND	2C.102(CA)
SW35(CA)	None	FLASH FLOOD AREA	2C.102(CA)
SW36(CA)	None	END FREEWAY	2C.37
SW37(CA)	None	TUNNEL	2C.104(CA)
SW38(CA)	None	DEAF CHILDREN NEAR	2C.41
SW40(CA)	W8-6	TRUCK CROSSING	2C.40
SW41(CA)	None	SNOW SLIDE AREA	2C.102(CA)
SW44(CA)	None	Downward Arrow	2C.105(CA)
SW45(CA)	None	GROOVED PAVEMENT	2C.102(CA)
SW46(CA)	None	WATCH FOR SNOW SLIPPERY	2C.27
SW47(CA)	None	OFF HIGHWAY VEHICLES	2C.40
SW48(CA)	None	TRACTOR-SEMI OVER (X FEET) KINGPIN TO REAR AXLE NOT ADVISED	2C.106(CA)
SW48-1(CA)	None	NEXT RIGHT	2C.106(CA)
SW49(CA)	None	PLAYGROUND	2C.42
SW50(CA)	None	SENIOR CITIZEN FACILITY	2C.41
SW51(CA)	W11-6	Snowmobile	2C.40, 2C.41

Table 2C-101(CA). California Warning Signs (Sheet 4 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
SW52(CA)	None	EMERGENCY VEHICLES	2C.40
SW54(CA)	None	(HOV) Lane Selection (Left or Right Arrow)	2C.107(CA)
SW54-1(CA)	None	(HOV) Lane Selection (Left or Right and Vertical Arrow)	2C.107(CA)
SW54A(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE	2C.107(CA)
SW54B(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE Specific Hours/Days	2C.107(CA)
SW54C(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE WHEN METERED	2C.107(CA)
SW55(CA)	W14-3	NO PASSING ZONE	2C.35
SW56(CA)	W11-11	Golf Cart	2C.40
SW58(CA)	None	WATCH FOR SNOW REMOVAL EQUIPMENT	2C.40
SW59(CA)	None	Migrating Bears	2C.41

Table 2C-102(CA). MUTCD Warning Signs (Sheet 1 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
S1-1	W63(CA)	School Advance Warning	7B.07, 7B.08, 7B.09, 7B.101(CA)
S3-1	W64(CA)	SCHOOL BUS STOP AHEAD	7B.07, 7B.10
S4-3	W65(CA)	SCHOOL Plaque	7B.07, 7B.08, 7B.09, 7B.11
S4-5	None	Reduced Speed School Zone Ahead	7B.07, 7B.12
S4-5a	None	Reduced Speed School Zone Ahead	7B.07, 7B.12
S5-2	W65-1(CA)	END SCHOOL ZONE	7B.13
W1-1	W3(CA)	Turn	2C.06, 2C.07, 2C.08
W1-1a	W4(CA) Series	Combination Turn/Advisory Speed	2C.07
W1-2	W5(CA)	Curve	2C.06, 2C.07, 2C.08
W1-2a	W4(CA) Series	Combination Curve/Advisory Speed	2C.07
W1-3	W2(CA)	Reverse Turn	2C.06, 2C.07
W1-4	W1(CA)	Reverse Curve	2C.06, 2C.07
W1-4b	None	Reverse Curve (2 lanes)	6F.45
W1-4c	None	Reverse Curve (3 lanes)	6F.45
W1-5	W14(CA)	Winding Road	2C.06, 2C.07
W1-6	W57(CA)	One-Direction Large Arrow	2C.06, 2C.09, 2C.10
W1-7	W56(CA)	Two-Direction Large Arrow	2C.38
W1-8	W81(CA)	Chevron Alignment	2C.06, 2C.10
W1-10	None	Combination Horizontal Alignment/Intersection Sign	2C.06, 2C.08
W1-11	None	Hairpin Curve	2C.06
W1-13	None	Truck Rollover Warning	2C.11
W1-13a	None	Truck Rollover Warning	Introduction – Page I-4
W1-15	None	270-degree Loop	2C.06
W2-1	W9(CA)	Cross Road	2C.08, 2C.37
W2-2	W7A(CA)	Side Road	2C.08, 2C.37
W2-3	None	Side Road	2C.08, 2C.37
W2-4	W7(CA)	T-Symbol	2C.37
W2-5	W8(CA)	Y-Symbol	2C.37
W2-6	None	Circular Intersection	2C.37
W3-1	W17(CA)	Stop Ahead	2C.29
W3-1a	None	STOP AHEAD	2C.29
W3-2	W28(CA)	Yield Ahead	2C.29
W3-2a	None	YIELD AHEAD	2C.29
W3-3	W41(CA)	Signal Ahead	2C.29, 4D.20, 4K.102(CA)
W3-3a	W41A(CA)	SIGNAL AHEAD	2C.29
W3-4	C36(CA)	BE PREPARED TO STOP	2C.29, 6F.29
W3-5	None	Speed Reduction	2C.30
W3-5a	None	Speed Reduction	2C.30
W4-1	W59(CA)	Merge	2C.31
W4-1a	None	Entering Roadway Merge	Introduction – Page I-4
W4-2	W11(CA)	Lane Ends	2C.33
W4-3	W60(CA)	Added Lane	2C.32

Table 2C-102(CA). MUTCD Warning Signs (Sheet 2 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W4-4P	SW1(CA)	CROSS TRAFFIC DOES NOT STOP	2C.50
W4-5	None	Entering Roadway Merge	2C.31
W4-6	None	Entering Roadway Added Lane	2C.32
W4-7	W74(CA)	THRU TRAFFIC MERGE LEFT (RIGHT)	2B.21, 2C.33
W5-1	W15(CA)	ROAD NARROWS	2C.15
W5-2	W23(CA)	NARROW BRIDGE	2C.16
W5-3	W36(CA)	ONE LANE BRIDGE	2C.17
W5-4	None	RAMP NARROWS	6F.26
W5-4a	None	BIKEWAY NARROWS	9B.18
W6-1	W25(CA)	Divided Highway (Road)	2C.18
W6-1a	None	DIVIDED HIGHWAY	2C.18
W6-1b	None	DIVIDED ROAD	2C.18
W6-2	W26(CA)	Divided Highway (Road) Ends	2C.19, 2C.34
W6-2a	None	DIVIDED HIGHWAY ENDS	2C.19
W6-2b	None	DIVIDED ROAD ENDS	2C.19
W6-3	W44(CA)	Two-Way Traffic	2C.19, 2C.34, 3B.07
W6-4	W44-1(CA)	Opposing Traffic Lane Divider	6F.70
W7-1	W29(CA)	Hill	2C.12
W7-1a	None	HILL	2C.12
W7-1b	W29-1(CA)	Combination Hill/Grade	2C.12
W7-2	None	Hill-Related Plaques	2C.48
W7-2b	W29C(CA)	TRUCKS USE LOWER GEAR Plaque	2C.48
W7-3	W29A(CA)	___ % GRADE Plaque	2C.12, 2C.48
W7-3a	W71(CA)	Next Distance Plaque	2C.06, 2C.45
W7-3b	W29B(CA)	___ % GRADE (X MILES) Plaque	2C.12, 2C.48
W7-4	W30(CA)	RUNAWAY TRUCK RAMP (X MILE)	2C.13
W7-4b	W30A(CA)	RUNAWAY TRUCK RAMP Arrow	2C.13
W7-4c	None	TRUCK ESCAPE RAMP	2C.13
W7-4d	None	SAND	2C.13
W7-4e	None	GRAVEL	2C.13
W7-4f	None	PAVED	2C.13
W7-5	None	Hill (Bicycle)	9B.18
W7-6	None	HILL BLOCKS VIEW	2C.14
W8-1	W37(CA)	BUMP	2C.23
W8-2	W32(CA)	DIP	2C.23
W8-3	W19(CA)	PAVEMENT ENDS	2C.25
W8-4	W18(CA)	SOFT SHOULDER	2C.26
W8-5	W42(CA)	Slippery When Wet	2C.25
W8-6	SW40(CA)	TRUCK CROSSING	2C.40
W8-7	C6(CA)	LOOSE GRAVEL	6F.102(CA)
W8-8	W33(CA)	ROUGH ROAD	2C.102(CA)
W8-9	C31(CA)	LOW SHOULDER	2C.26, 6F.42, 6F.105(CA)
W8-9a	None	SHOULDER DROP OFF	2C.26
W8-10	None	Bicycle Surface Condition Warning	9B.16
W8-10p	None	SLIPPERY WHEN WET	9B.16

Table 2C-102(CA). MUTCD Warning Signs (Sheet 3 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W8-11	None	UNEVEN LANES	6F.43
W8-12	SC16(CA)	NO CENTER STRIPE	6F.44
W8-13	None	BRIDGE ICES BEFORE ROAD	2C.28
W9-1	None	RIGHT (LEFT) LANE ENDS	2C.33
W9-2	W75(CA)	LANE ENDS MERGE LEFT (RIGHT)	2C.33
W9-3	None	CENTER LANE CLOSED AHEAD	6F.22
W9-3a	None	Center Lane Closed Ahead	6F.22
W10-1	W47(CA)	Highway-Rail Grade Crossing Advance Warning	8B.04, 10C.15
W10-1a	W46(CA)	EXEMPT	8B.05
W10-2	W10(CA)	Highway-Rail Grade Crossing Advance Warning (Cross Road)	8B.04, 10C.15
W10-3	W10A(CA)	Highway-Rail Grade Crossing Advance Warning (Side Road)	8B.04, 10C.15
W10-4	W10B(CA)	Highway-Rail Grade Crossing Advance Warning (T-Intersection)	8B.04, 10C.15
W10-5	None	Low Ground Clearance Highway-Rail Grade Crossing	8B.17, 10C.16
W10-6	None	WARNING LOOK BOTH WAYS	Introduction – Page I-6
W10-7	None	Light Rail Transit Approaching-Activated Blank-Out	10C.17
W10-8	None	TRAINS MAY EXCEED 130 km/h (80 MPH)	8B.13
W10-9	None	NO TRAIN HORN	8B.14
W10-10	None	NO SIGNAL	8B.15
W10-11	None	Storage Space	8B.18, 10C.18
W10-11a	None	Storage Space	8B.18, 10C.18
W10-11b	None	Storage Space	8B.18, 10C.18
W10-12	SW27(CA)	Skewed Crossing Sign	8B.19, 10C.19
W10-13	None	NO GATES OR LIGHTS	8B.15
W10-14	None	NEXT CROSSING	8B.17
W10-14a	None	USE NEXT CROSSING	8B.17
W10-15	None	ROUGH CROSSING	8B.17
W11-1	W79(CA)	Bicycle Crossing	2C.40, 9B.17, 9C.04, 9C.103(CA)
W11-2	W54A(CA)	Pedestrian Crossing	2C.41
W11-3	W68(CA)	Deer Crossing	2C.41
W11-4	W67(CA)	Cattle Crossing	2C.41
W11-5	W62(CA)	Farm Vehicles	2C.40
W11-5a	None	Farm Vehicles	2C.40
W11-6	SW51(CA)	Snowmobile	2C.40, 2C.41
W11-7	W45(CA)	Equestrian	2C.41
W11-8	SW21B(CA)	Emergency Vehicle	2C.40
W11-9	None	Wheelchair	2C.41
W11-10	None	Truck Crossing	2C.40
W11-11	SW56(CA)	Golf Cart	2C.40
W11-12p	None	EMERGENCY SIGNAL AHEAD	2C.40, 4F.02
W11-14	None	Horse-drawn Vehicle	2C.40
W12-1	W58(CA)	Double Arrow	2C.20
W12-2	W34(CA)	Low Clearance	2C.22
W12-2P	W34B(CA)	___ FT ___ IN Plaque	2C.22

Table 2C-101(CA). California Warning Signs (Sheet 4 of 5)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W13-1	W6(CA)	Advisory Speed Plaque	2C.06, 2C.07, 2C.11, 2C.14, 2C.15, 2C.46, 2C.101(CA), 2C.102(CA)
W13-2	W72(CA)	Advisory Exit Speed	2C.36
W13-3	W72A(CA)	Advisory Ramp Speed	2C.36
W13-4	None	ON RAMP	6F.25
W13-5	None	Curve Speed	2C.06, 2C.36
W14-1	None	DEAD END	2C.21
W14-1a	None	DEAD END	2C.21
W14-2	W53A(CA)	NO OUTLET	2C.21
W14-2a	None	NO OUTLET	2C.21
W14-3	SW55(CA)	NO PASSING ZONE	2C.35
W15-1	None	Playground	2C.42
W16-1	W79A(CA)	SHARE THE ROAD	2C.40, 2C.51, 9B.18, 9C.103(CA)
W16-2	None	Distance Ahead	2C.45
W16-2a	None	Distance Ahead	2C.45
W16-3	None	Distance Ahead	2C.45
W16-3a	None	Distance Ahead	2C.45
W16-4	None	Next Distance	2C.45
W16-5p	None	Supplemental Arrow	2C.47
W16-6p	None	Supplemental Arrow	2C.47
W16-7p	None	Supplemental Arrow	2C.47
W16-8	None	Advance Street Name	2C.49
W16-8a	None	Advance Street Name	2C.49
W16-9p	None	AHEAD	2C.34, 7B.08
W16-10	None	PHOTO ENFORCED	2C.53
W16-11	None	HOV	2C.52
W16-12p	None	TRAFFIC CIRCLE	2C.37
W16-13p	None	WHEN FLASHING	2C.29
W17-1	None	SPEED HUMP (BUMP)	2C.24
W18-1	None	NO TRAFFIC SIGNS	5C.12
W20-1	C23(CA)	ROAD (STREET) WORK	6F.17, 6F.27, 6F.37, 6F.72
W20-2	C1(CA)	DETOUR	6F.18
W20-3	C19(CA)	ROAD (STREET) CLOSED	6F.19
W20-4	C16(CA)	ONE LANE ROAD	6F.20
W20-5	C20(CA)	RIGHT (LEFT) LANE CLOSED, XX FT, XX MILE(S), or AHEAD	6F.21
W20-5a	None	RIGHT (LEFT) TWO LANES CLOSED, XX FT, XX MILE(S), or AHEAD	6F.21
W20-7	None	FLAGGER	6F.29
W20-7a	None	Flagger	6F.29
W21-1	C22C(CA)	WORKERS	6F.31
W21-1a	C22B(CA)	Workers	6F.31, 6G.06
W21-2	C4(CA)	FRESH OIL (TAR)	6F.32
W21-3	C8(CA)	ROAD MACHINERY AHEAD	6F.33

Table 2C-101(CA). California Warning Signs (Sheet 5 of 5)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W21-5	None	SHOULDER WORK	6F.35
W21-5a	None	RIGHT (LEFT) SHOULDER CLOSED	6F.35
W21-5b	C30B(CA)	RIGHT (LEFT) SHOULDER CLOSED XXX FT or AHEAD	6F.35
W21-6	C25(CA)	SURVEY CREW	6F.36
W21-7	None	UTILITY WORK	6F.37
W22-1	C33(CA)	BLASTING ZONE AHEAD	6F.39
W22-2	C34(CA)	TURN OFF 2-WAY RADIO AND CELL PHONE	6F.40
W22-3	C35(CA)	END BLASTING ZONE	6F.41
W23-1	SC12(CA)	SLOW TRAFFIC AHEAD	6F.27, 6F.107(CA)
W24-1	None	Double Reverse Curve (1 lane)	6F.45
W24-1a	None	Double Reverse Curve (2 lane)	6F.45
W24-1b	None	Double Reverse Curve (3 lane)	6F.45
W25-1	None	ONCOMING TRAFFIC HAS EXTENDED GREEN	2C.39
W25-2	None	ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN	2C.39

Table 2C-1. Categories of Warning Signs

Category	Group	Section	Signs	MUTCD Codes
Roadway Related	Changes in Horizontal Alignment	2C.06	Turn, Curve, Reverse Turn, Reverse Curve, Winding Road, Hairpin Curve, 270-Degree Curve	W1-1 through W1-5, W1-11, W1-15
		2C.07	Combination Horizontal Alignment/Advisory Speed	W1-1a, W1-2a
		2C.08	Combination Horizontal Alignment/Intersection	W1-10
		2C.09	Large Arrow (one direction)	W1-6
		2C.10	Chevron Alignment	W1-8
		2C.11	Truck Rollover	W1-13
	Vertical Alignment	2C.12	Hill	W7-1, W7-1a, W7-1b
		2C.13	Truck Escape Ramp	W7-4, W7-4a
		2C.14	Hill Blocks View	W7-6
	Cross Section	2C.15	Road Narrows	W5-1
		2C.16-17	Narrow Bridge, One Lane Bridge	W5-2, W5-3
		2C.18-20	Divided Road, Divided Road Ends, Double Arrow	W6-1, W6-2, W12-1
		2C.21	Dead End, No Outlet	W14-1, W14-1a, W14-2, W14-2a
		2C.22	Low Clearance	W12-2, W12-2p
	Roadway Surface Condition	2C.23-24	Bump, Dip, Speed Hump	W8-1, W8-2, W17-1
		2C.25	Pavement Ends	W8-3
		2C.26	Shoulder	W8-4, W8-9, W8-9a
		2C.27	Slippery When Wet	W8-5
		2C.28	Bridge Ices Before Road	W8-13
Traffic Related	Advance Traffic Control	2C.29-30	Stop Ahead, Yield Ahead, Signal Ahead, Be Prepared To Stop, Speed Reduction	W3-1, W3-2, W3-3, W3-4, W3-5, W3-5a
	Traffic Flow	2C.31-35	Merge, Lane Ends, Added Lane, Two-Way Traffic, Right Lane Ends, Lane Ends Merge Left, No Passing Zone	W4-1, W4-2, W4-3, W4-5, W4-6, W6-3, W9-1, W9-2 , W14-3
	Change in Speed	2C.36	Advisory Speed	W13-2, W13-3, W13-5
	Intersections	2C.37	Cross Road, Side Road, T, Y, and Circular Intersection	W2-1 through W2-6
		2C.38	Large Arrow (two directions)	W1-7
		2C.39	Oncoming Extended Green	W25-1, W25-2
	Vehicular Traffic	2C.40	Truck Crossing, Truck (symbol), Emergency Vehicle, Tractor, Bicycle, Golf Cart, Horse-Drawn Vehicle	W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14
	Nonvehicular	2C.41-42	Pedestrian, Deer, Cattle, Snowmobile, Horse, Wheelchair, Playground	W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, W15-1
Supplemental Plaques	Distance	2C.45	XX Feet, XX Miles, Next XX Feet, Next XX MI	W16-2, W16-3, W16-4, W7-3a
	Speed	2C.46	Advisory Speed	W13-1
	Arrow	2C.47	Advance Arrow, Directional Arrow, Diagonal Arrow	W16-5p, W16-6p, W16-7p
	Hill-Related	2C.48	Trucks Use Low Gear, X% Grade	W7-2, W7-3
	Street Name Plaque	2C.49	Advance Street Name	W16-8
	Intersection	2C.50	Cross Traffic Does Not Stop	W4-4p
	Share The Road	2C.51	Share The Road	W16-1
	HOV	2C.52	High-Occupancy Vehicle	W16-11
	Photo Enforced	2C.53	Photo Enforced	W16-10
	Traffic Circle	2C.37	Traffic Circle	W16-12p

Table 2C-2. Warning Sign Sizes

Description		Conventional Road	Express-way *	Freeway	Minimum	Oversized
Shape	Sign Series					
Diamond	W1, W2, W7, W8, W9, W11, W14, W15-1, W17-1	750 x 750 (30 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	600 x 600 (24 x 24)	—
	W1 Combination, W3, W4, W5, W6, W8-3, W10, W12	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	1200 x 1200 (48 x 48)	750 x 750 (30 x 30)	—
Rectangular	W1 - Arrows	1200 x 600 (48 x 24)	—	—	900 x 450 (36 x 18)	1500 x 750 (60 x 30)
	W1 - Chevron	450 x 600 (18 x 24)	750 x 900 (30 x 36)	900 x 1200 (36 x 48)	300 x 450 (12 x 18)	—
	W7-4	1950 x 1200 (78 x 48)	1950 x 1200 (78 x 48)	1950 x 1200 (78 x 48)	—	—
	W7-4b, 4c	1950 x 1500 (78 x 60)	1950 x 1500 (78 x 60)	1950 x 1500 (78 x 60)	—	—
	W10-9, 10	600 x 450 (24 x 18)	—	—	—	—
	W12-2p	2100 x 600 (84 x 24)	2100 x 600 (84 x 24)	2100 x 600 (84 x 24)	—	—
	W13-2, 3, 5, W25	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	600 x 750 (24 x 30)	1200 x 1500 (48 x 60)
Pennant	W14-3	900 x 1200 x 1200 (36 x 48 x 48)	—	—	750 x 1000 x 1000 (30 x 40 x 40)	1200 x 1600 x 1600 (48 x 64 x 64)
Circular	W10-1	900 (36) Dia.	1200 (48) Dia.	—	750 (30) Dia.	1200 (48) Dia.

Notes: 1. Larger signs may be used when appropriate
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Option:

The Minimum size may be used on low-speed roadways where the reduced legend size would be adequate for the warning or where physical conditions preclude the use of the other sizes.

Oversized signs and larger sizes may be used for those special applications where speed, volume, or other factors result in conditions where increased emphasis, improved recognition, or increased legibility would be desirable.

Table 2C-3. Minimum Size of Supplemental Warning Plaques

Size of Warning Sign	Size of Supplemental Plaque			
	Rectangular			Square
	1 Line	2 Lines	Arrow	
600 x 600 (24 x 24) 750 x 750 (30 x 30)	600 x 300 (24 x 12)	600 x 450 (24 x 18)	600 x 300 (24 x 12)	450 x 450 (18 x 18)
900 x 900 (36 x 36) 1200 x 1200 (48 x 48)	750 x 450 (30 x 18)	750 x 600 (30 x 24)	750 x 450 (30 x 18)	600 x 600 (24 x 24)

Notes: 1. Larger supplemental plaques may be used when appropriate
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height

Standard:

The minimum size for supplemental warning plaques shall be as shown in Table 2C-3.

Option:

Signs larger than those shown in Tables 2C-2 and 2C-3 may be used (see Section 2A.12).

Section 2C.05 Placement of Warning Signs

Support:

For information on placement of warning signs, see Sections 2A.16 to 2A.21.

The total time needed to perceive and complete a reaction to a sign is the sum of the times necessary for Perception, Identification (understanding), Emotion (decision making), and Volition (execution of decision), and is called the PIEV time. The PIEV time can vary from several seconds for general warning signs to 6 seconds or more for warning signs requiring high road user judgment.

Table 2C-4 lists suggested sign placement distances for two conditions. This table is provided as an aid for determining warning sign location.

Guidance:

Warning signs should be placed so that they provide adequate PIEV time. The distances contained in Table 2C-4 are for guidance purposes and should be applied with engineering judgment. Warning signs should not be placed too far in advance of the condition, such that drivers might tend to forget the warning because of other driving distractions, especially in urban areas.

Minimum spacing between warning signs with different messages should be based on the estimated PIEV time for driver comprehension of and reaction to the second sign.

The effectiveness of the placement of warning signs should be periodically evaluated under both day and night conditions.

Option:

Warning signs that advise road users about conditions that are not related to a specific location, such as Deer Crossing or SOFT SHOULDER, may be installed in an appropriate location, based on engineering judgment, since they are not covered in Table 2C-4.

Standard:

Warning signs shall be installed in accordance with the general requirements for sign placement as described in Sections 2A.16 to 2A.21 and as shown in Figure 2A-1(CA).

Table 2C-4. Guidelines for Advance Placement of Warning Signs
(Metric Units)

Posted or 85th- Percentile Speed (km/h)	Advance Placement Distance ¹												
	Condition A: Speed Reduction and Lane Changing in Heavy Traffic ²	Condition B: Deceleration to the listed advisory speed (km/h) for the condition ⁴											
		0 ³	10	20	30	40	50	60	70	80	90	100	110
30	60 m	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—	—	—	—	—
40	100 m	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—	—	—	—
50	150 m	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—	—	—
60	180 m	30 m	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—	—
70	220 m	50 m	40 m	30 m	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
80	260 m	80 m	60 m	55 m	50 m	40 m	30 m	N/A ⁵	N/A ⁵	—	—	—	—
90	310 m	110 m	90 m	80 m	70 m	60 m	40 m	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—
100	350 m	130 m	120 m	115 m	110 m	100 m	90 m	70 m	60 m	40 m	N/A ⁵	—	—
110	380 m	170 m	160 m	150 m	140 m	130 m	120 m	110 m	90 m	70 m	50 m	N/A ⁵	—
120	420 m	200 m	190 m	185 m	180 m	170 m	160 m	140 m	130 m	110 m	90 m	60 m	40 m
130	460 m	230 m	230 m	230 m	220 m	210 m	200 m	180 m	170 m	150 m	120 m	100 m	70 m

Notes:

¹ The distances are adjusted for a sign legibility distance of 50 m for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 75 m, which is appropriate for an alignment warning symbol sign.

² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for vehicle maneuvers (2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 50 m for the appropriate sign.

³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 3.4 m/second², minus the sign legibility distance of 50 m.

⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 3 m/second², minus the sign legibility distance of 75 m.

⁵ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

**Table 2C-4. Guidelines for Advance Placement of Warning Signs
(English Units)**

Posted or 85th- Percentile Speed	Advance Placement Distance ¹								
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition ⁴							
		0 ³	10	20	30	40	50	60	70
20 mph	225 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
25 mph	325 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
30 mph	450 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
35 mph	550 ft	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—
40 mph	650 ft	125 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—
45 mph	750 ft	175 ft	125 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—
50 mph	850 ft	250 ft	200 ft	150 ft	100 ft	N/A ⁵	—	—	—
55 mph	950 ft	325 ft	275 ft	225 ft	175 ft	100 ft	N/A ⁵	—	—
60 mph	1100 ft	400 ft	350 ft	300 ft	250 ft	175 ft	N/A ⁵	—	—
65 mph	1200 ft	475 ft	425 ft	400 ft	350 ft	275 ft	175 ft	N/A ⁵	—
70 mph	1250 ft	550 ft	525 ft	500 ft	425 ft	350 ft	250 ft	150 ft	—
75 mph	1350 ft	650 ft	625 ft	600 ft	525 ft	450 ft	350 ft	250 ft	100 ft

Notes:

¹ The distances are adjusted for a sign legibility distance of 175 ft for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 ft, which is appropriate for an alignment warning symbol sign.

² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for vehicle maneuvers (2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 175 ft for the appropriate sign.

³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 11.2 ft/second², minus the sign legibility distance of 175 ft.

⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 10 ft/second², minus the sign legibility distance of 250 ft.

⁵ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

Figure 2C-1. Horizontal Alignment Signs

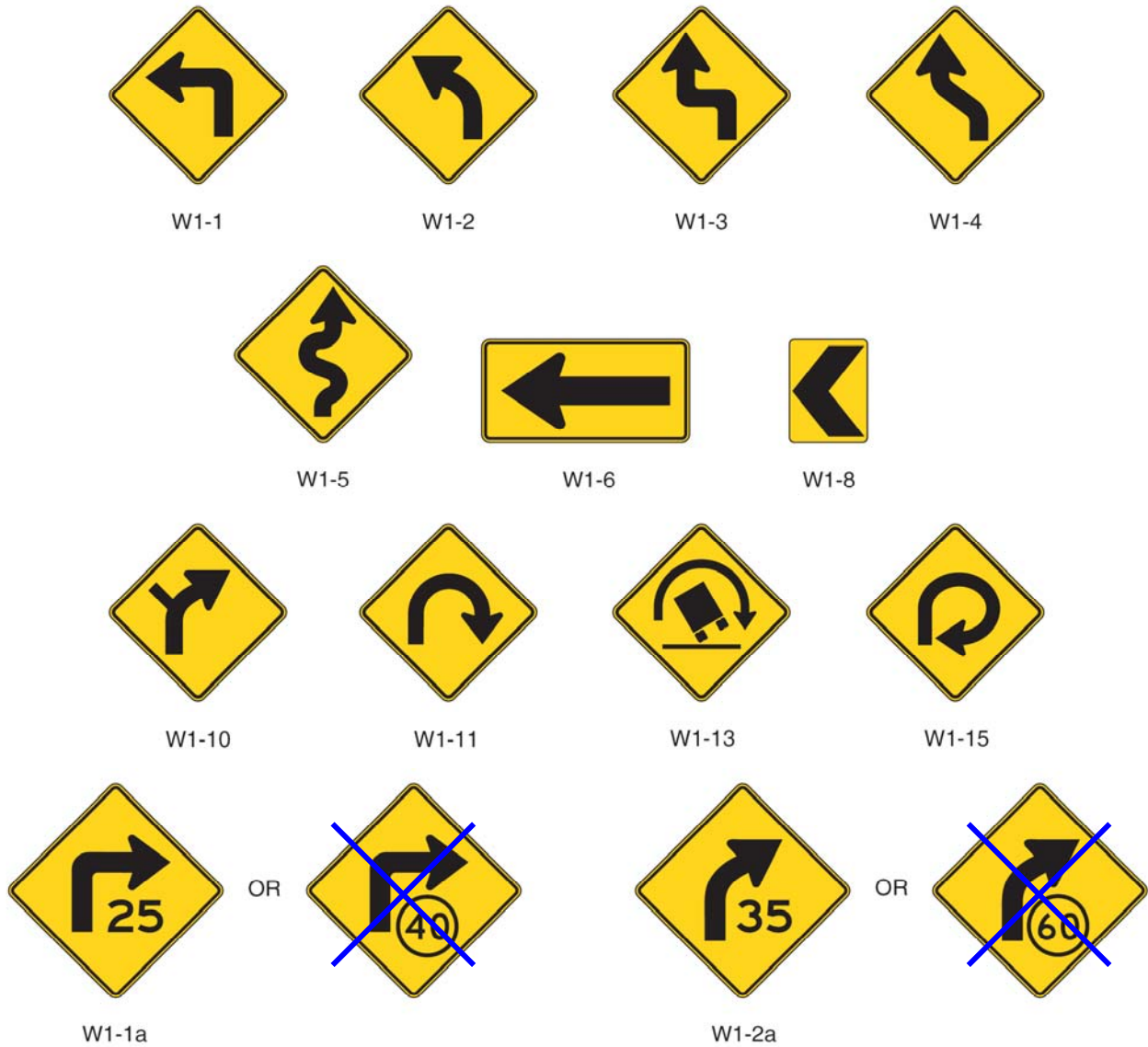


Figure 2C-1 (CA). Horizontal Alignment Signs



Table 2C-5. Horizontal Alignment Sign Usage

Number of Alignment Changes	Advisory Speed	
	≤ 50 km/h (≤ 30 MPH)	> 50 km/h (> 30 MPH)
1	Turn (W1-1) ¹	Curve (W1-2) ¹
2 ²	Reverse Turn ³ (W1-3)	Reverse Curve ³ (W1-4)
3 or more ²	Winding Road ³ (W1-5)	

Notes:

¹ Engineering judgment should be used to determine whether the Turn or Curve sign should be used.

² Alignment changes are in opposite directions and are separated by a tangent distance of 180 m (600 ft) or less.

³ A Right Reverse Turn (W1-3R), Right Reverse Curve (W1-4R), or Right Winding Road (W1-5R) sign is used if the first change in alignment is to the right; a Left Reverse Turn (W1-3L), Left Reverse Curve (W1-4L), or Left Winding Road (W1-5L) sign is used if the first change in alignment is to the left.

Section 2C.06 Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15)

Option:

The horizontal alignment Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), or Winding Road (W1-5) signs (see Figure 2C-1) may be used in advance of situations where the horizontal roadway alignment changes. A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1 and Section 2C.09) may be used on the outside of the turn or curve.

If the change in horizontal alignment is 135 degrees or more, the Hairpin Curve (W1-11) sign (see Figure 2C-1) may be used.

If the change in horizontal alignment is approximately 270 degrees, such as on a cloverleaf interchange ramp, the 270-degree Loop (W1-15) sign (see Figure 2C-1) may be used.

Guidance:

The application of these signs should conform to Table 2C-5.

When the Hairpin Curve sign or the 270-degree Loop sign is installed, either a One-Direction Large Arrow (W1-6) sign or Chevron Alignment (W1-8) signs should be installed on the outside of the turn or curve.

Option:

An Advisory Speed (W13-1) plaque (see Section 2C.46) ~~may~~ **should** be used to indicate the speed for the change in horizontal alignment **when the advisory speed is less than the applicable speed limit**. The supplemental distance plaque NEXT XX km (NEXT XX MILES) (W7-3a) may be installed below the Winding Road sign where continuous roadway curves exist (see Section 2C.45). The combination Horizontal Alignment/Advisory Speed sign (see Section 2C.07), combination Horizontal Alignment/Intersection sign (see Section 2C.08), or the Curve Speed sign (see Section 2C.36) may also be used.

Standard:

When engineering judgment determines the need for a horizontal alignment sign, one of the W1-1 through W1-5, W1-10, W1-11 or W1-15 signs shall be used.

Option:

If the reduction in speed is 20 km/h (15 mph) or greater, a supplemental combination Horizontal Alignment/Advisory Speed sign ~~or Curve Speed (W13-5) sign~~ may be installed as near as practical to the point of curvature. If the reduction in speed is 40 km/h (25 mph) or greater, one or more additional Curve Speed signs may be installed along the curve.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Guidance:

The Winding Road (W1-5) sign should be used where there is a series of turns or curves which requires driving caution, and where curve or turn signs would be too numerous to be effective. This sign should be erected in advance of the second curve of the winding section of highway. The first curve should be marked with a curve or turn sign and an Advisory Speed (W13-1) plaque. Where the winding road is 1.6 km (1 mi) or more in length, a Next Distance (W7-3a) plaque should supplement the W1-5 sign. Where any of the curves has an advisory speed that is 15 km/h (10 mph) or more below that of the first curve then it should be posted with a curve or turn sign and an Advisory Speed (W13-1) plaque.

Option:

The WINDING LEVEE ROAD (SW22-1(CA)) sign may be used to warn road users of the roadway alignment where the use of curve warning signs have been determined not to be appropriate.

The Speed/Distance (SW22-1A(CA)) plaque may be installed below the SW22-1(CA) sign. The Next Distance (W7-3a) plaque may be used when there is no advisory speed.

Standard:

If used, the Speed/Distance (SW22-1A(CA)) plaque shall be installed below the SW22-1(CA) sign.

Support:

See Figure 2C-1(CA) for the SW22-1(CA) and SW22-1A(CA) signs.

Section 2C.07 Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a)

Option:

The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Turn/Advisory Speed (W1-1a) sign (see Figure 2C-1), or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

Standard:

When used, the combination Horizontal Alignment/Advisory Speed sign shall supplement other advance warning signs and shall should be installed at the beginning of the turn or curve.

Support:

The combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) is used at problem locations where the Horizontal Alignment (W1-1 through W1-5) signs have not proven to be effective.

Standard:

When used, combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) shall be used in the head-on position and/or at the beginning of the turn or curve.

Guidance:

When used, the square shape should be used in the head-on position for combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

When used, the diamond shape should be used in the beginning of the turn or curve for the combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

Existing pavement markings should also be evaluated.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Section 2C.08 Combination Horizontal Alignment/Intersection Sign (W1-10)

Option:

The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Cross Road (W2-1) sign or the Side Road (W2-2 or W2-3) sign to create a combination Horizontal Alignment/Intersection (W1-10) sign (see Figure 2C-1) that depicts the condition where an intersection occurs within a turn or curve.

Guidance:

Elements of the combination Horizontal Alignment/Intersection sign related to horizontal alignment should conform to Section 2C.06, and elements related to intersection configuration should conform to Section 2C.37. No more than one Cross Road or two Side Road symbols should be shown on any one combination Horizontal Alignment/Intersection sign.

Section 2C.09 One-Direction Large Arrow Sign (W1-6)

Option:

A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1) may be used to delineate a change in horizontal alignment.

Standard:

The One-Direction Large Arrow sign shall be a horizontal rectangle with an arrow pointing to the left or right.

If used, the One-Direction Large Arrow sign shall be installed on the outside of a turn or curve in line with and at approximately a right angle to approaching traffic.

The One-Direction Large Arrow sign shall not be used where there is no alignment change in the direction of travel, such as at the beginnings and ends of medians or at center piers.

Guidance:

The One-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-6 sign. See Chapter 3C.

Section 2C.10 Chevron Alignment Sign (W1-8)

Option:

The Chevron Alignment (W1-8) sign (see Figure 2C-1) may be used to provide additional emphasis and guidance for a change in horizontal alignment. A Chevron Alignment sign may be used as an alternate or supplement to standard delineators on curves or to the One-Direction Large Arrow (W1-6) sign.

Standard:

The Chevron Alignment sign shall be a vertical rectangle. No border shall be used on the Chevron Alignment sign.

If used, a minimum of three Chevron Alignment signs shall be installed on the outside of a turn or curve, in line with and at approximately a right angle to approaching traffic.

Option:

A Chevron Alignment sign may be used on the far side of an intersection to inform drivers of a change of horizontal alignment for through traffic.

Guidance:

Spacing of Chevron Alignment signs should be such that the road user always has at least ~~two~~ three in view, until the change in alignment eliminates the need for the signs.

Chevron Alignment signs should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Section 2C.11 Truck Rollover Warning Sign (W1-13)

Option:

A Truck Rollover Warning (W1-13) sign (see Figure 2C-1) may be used to warn drivers of vehicles with a high center of gravity, such as trucks, tankers, and recreational vehicles, of a curve or turn having geometric conditions that are prone to cause such vehicles to lose control and overturn.

Standard:

When the Truck Rollover Warning (W1-13) sign is used, it shall be accompanied by an Advisory Speed (W13-1) plaque indicating the recommended speed for vehicles with a higher center of gravity.

Option:

The Truck Rollover Warning sign may be displayed either as a static sign, a static sign supplemented by a flashing warning beacon, or as a changeable message sign activated by the detection of an approaching vehicle with a high center of gravity that is traveling in excess of the recommended speed for the condition.

Support:

The curved arrow on the Truck Rollover Warning sign shows the direction of roadway curvature. The truck tips in the opposite direction.

Figure 2C-2. Vertical Grade Signs

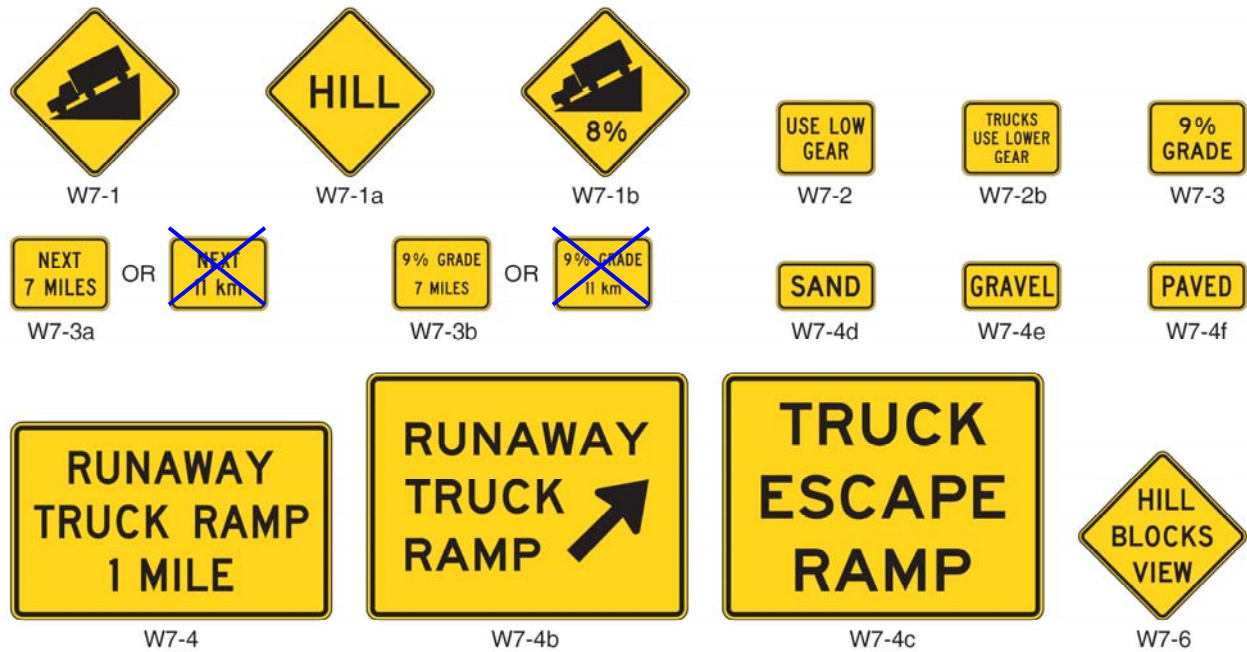
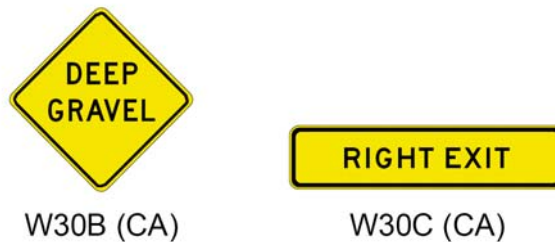


Figure 2C-2 (CA). Vertical Grade Signs



Section 2C.12 Hill Signs (W7-1, W7-1a, W7-1b)

Guidance:

The Hill (W7-1) sign (see Figure 2C-2) should be used in advance of a downgrade where the length, percent of grade, horizontal curvature, and/or other physical features require special precautions on the part of road users.

The Hill sign and supplemental grade (W7-3) plaque (see Section 2C.48) used in combination, or the W7-1b sign used alone, should be installed in advance of downgrades for the following conditions:

- A. 5% grade that is more than 900 m (3,000 ft) in length;
- B. 6% grade that is more than 600 m (2,000 ft) in length;
- C. 7% grade that is more than 300 m (1,000 ft) in length;
- D. 8% grade that is more than 230 m (750 ft) in length; or
- E. 9% grade that is more than 150 m (500 ft) in length.

These signs should also be installed for steeper grades or where crash experience and field observations indicate a need.

Supplemental plaques (see Section 2C.48) and larger signs should be used for emphasis or where special hill characteristics exist. On longer grades, the use of the Hill sign with a distance (W7-3a) plaque or the combination distance/grade (W7-3b) plaque at periodic intervals of approximately 1.6 km (1 mi) spacing should be considered.

Standard:

When the percent grade is shown, the message X% plaque shall be placed below the inclined ramp/truck symbol (W7-1) or the word message HILL (W7-1a) sign.

Option:

The word message HILL (W7-1a) sign may be used as an alternate to the symbol (W7-1) sign. The percent grade message may be included within these signs.

Section 2C.13 Truck Escape Ramp Signs (W7-4 Series)

Guidance:

Where applicable, truck escape (or runaway truck) ramp advance warning signs (see Figure 2C-2) should be located approximately 1.6 km (1 mi), and 800 m (0.5 mi) in advance of the grade, and of the ramp. A sign also should be placed at the gore. A RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-8) should be installed near the ramp entrance to discourage other road users from entering. ~~No Parking (R8-3) signs should be placed near the ramp entrance.~~ **NO STOPPING ANYTIME (R26A(S)(CA)) signs should be placed to keep motorists from stopping in the path of runaway trucks.**

Standard:

When truck escape ramps are installed, at least one of the W7-4 series signs shall be used.

Option:

A SAND (W7-4d), GRAVEL (W7-4e), or PAVED (W7-4f) supplemental plaque (see Figure 2C-2) may be used to describe the ramp surface. State ~~and local highway agencies~~ **Department of Transportation (See Section 2A.06)** may develop appropriate word message signs for the specific situation.

Standard:

The DEEP GRAVEL (W30B(CA)) sign shall be placed on all truck escape ramps.

Guidance:

The W30B(CA) sign should be placed near the outside edge of the paved ramp prior to the beginning of the gravel bed. See Figure 3D-103(CA) for Runaway Truck Ramp sign and marking details.

The RIGHT (LEFT) EXIT (W30C(CA)) sign should be used to indicate a right or left exit to a truck escape ramp.

Support:

Erect the W30C(CA) sign below and on the same post with the first W7-4 sign.

See Figure 2C-2(CA) for W30B(CA) and W30C(CA) signs.

Section 2C.14 HILL BLOCKS VIEW Sign (W7-6)

Option:

A HILL BLOCKS VIEW (W7-6) sign (see Figure 2C-2) may be used in advance of a crest vertical curve to advise road users to reduce speed as they approach and traverse the hill as only limited stopping sight distance is available.

Guidance:

When a HILL BLOCKS VIEW sign is used, it should be supplemented by an Advisory Speed (W13-1) plaque indicating the recommended speed for traveling over the hillcrest based on available stopping sight distance.

Section 2C.15 ROAD NARROWS Sign (W5-1)

Guidance:

A ROAD NARROWS (W5-1) sign (see Figure 2C-3) should be used in advance of a transition on two-lane roads where the pavement width is reduced abruptly to a width such that vehicles might not be able to pass without reducing speed.

Figure 2C-3. Miscellaneous Warning Signs



Option:

Additional emphasis may be provided by the use of object markers and delineators (see Chapters 3C and 3D). The Advisory Speed (W13-1) plaque (see Section 2C.46) may be used to indicate the recommended speed.

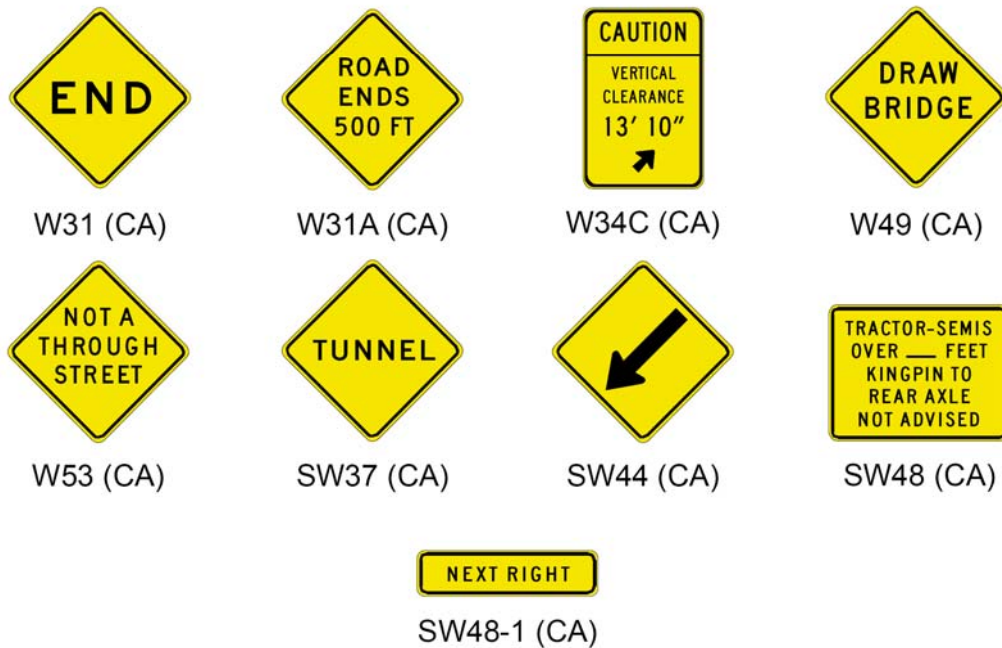
Section 2C.16 NARROW BRIDGE Sign (W5-2)

Guidance:

A NARROW BRIDGE (W5-2) sign (see Figure 2C-3) should be used in advance of any bridge or culvert having a two-way roadway clearance width of 4.9 to ~~5.5~~ 8.5 m (16 to ~~18~~ 28 ft), or any bridge or culvert having a roadway clearance less than the width of the approach travel lanes.

Additional emphasis should be provided by the use of object markers, delineators, and/or pavement markings.

Figure 2C-3 (CA). Miscellaneous Warning Signs



Option:

A NARROW BRIDGE sign may be used in advance of a bridge or culvert on which the approach shoulders are narrowed or eliminated.

Support:

See Figure 3D-104(CA) for narrow bridge sign and marking details.

Section 2C.17 ONE LANE BRIDGE Sign (W5-3)

Guidance:

A ONE LANE BRIDGE (W5-3) sign (see Figure 2C-3) should be used on two-way roadways in advance of any bridge or culvert:

- A. Having a clear roadway width of less than 4.9 m (16 ft); or
- B. Having a clear roadway width of less than 5.5 m (18 ft) when commercial vehicles constitute a high proportion of the traffic; or
- C. Having a clear roadway width of 5.5 m (18 ft) or less where the sight distance is limited on the approach to the structure.

Additional emphasis should be provided by the use of object markers, delineators, and/or pavement markings.

Standard:

The DRAW BRIDGE (W49(CA)) sign (see Figure 2C-3(CA)) shall be used in advance of all movable bridges to give motorists time to stop when the bridge is open.

Guidance:

Where physical conditions prevent a motorist driving at the legal speed limit from having a continuous view of at least one signal indication before reaching the stop line, an auxiliary device should be provided in advance of movable bridge signals and gates.

Option:

This device may be either a supplemental signal or the mandatory DRAW BRIDGE sign to which has been added a flashing yellow beacon interconnected with movable bridge control.

Support:

See Figure 2C-3(CA) for the W49(CA) sign.

See Figure 3D-104(CA) for narrow bridge sign and marking details.

Section 2C.18 Divided Highway (Road) Sign (W6-1)

Guidance:

A Divided Highway (W6-1) symbol sign (see Figure 2C-3) should be used on the approaches to a section of highway (not an intersection or junction) where the opposing flows of traffic are separated by a median or other physical barrier.

Option:

~~The word message DIVIDED HIGHWAY (W6-1a) or DIVIDED ROAD (W6-1b) sign (see Figure 2C-3) may be used as an alternate to the symbol sign.~~

Support:

See Figure 3B-12 (CA) for signing and marking applications for lane reductions.

Section 2C.19 Divided Highway (Road) Ends Sign (W6-2)

Guidance:

A Divided Highway Ends (W6-2) symbol sign (see Figure 2C-3) should be used in advance of the end of a section of physically divided highway (not an intersection or junction) as a warning of two-way traffic ahead.

Option:

The Two-Way Traffic (W6-3) symbol sign (see Section 2C.34) may be used to give warning and notice of the transition to a two-lane, two-way section.

~~The word message DIVIDED HIGHWAY ENDS (W6-2a) or DIVIDED ROAD ENDS (W6-2b) sign (see Figure 2C-3) may be used as an alternate to the symbol sign.~~

Support:

See Figure 3B-12 (CA) for signing and marking applications for lane reductions.

Section 2C.20 Double Arrow Sign (W12-1)

Option:

The Double Arrow (W12-1) sign (see Figure 2C-3) may be used to advise road users that traffic is permitted to pass on either side of an island, obstruction, or gore in the roadway. Traffic separated by this sign may either rejoin or change directions.

Guidance:

If used on an island, the Double Arrow sign should be mounted near the approach end.

If used in front of a pier or obstruction, the Double Arrow sign should be mounted on the face of, or just in front of, the obstruction. Where stripe markings are used on the obstruction, they should be discontinued to leave a 75 mm (3 in) space around the outside of the sign.

Section 2C.21 DEAD END/NO OUTLET Signs (W14-1, W14-1a, W14-2, W14-2a)

Option:

The DEAD END (W14-1) sign (see Figure 2C-3) or the NOT A THROUGH STREET (W53(CA)) sign (see Figure 2C-3(CA)) may be used at the entrance of a single road or street that terminates in a dead end or cul-de-sac. The NO OUTLET (W14-2) sign may be used at the entrance to a road or road network from which there is no other exit.

DEAD END (W14-1a) or NO OUTLET (W14-2a) signs (see Figure 2C-3) may be used in combination with Street Name (D3-1) signs (see Section 2D.38) to warn turning traffic that the cross street ends in the direction indicated by the arrow.

At locations where the cross street does not have a name, the W14-1a or W14-2a signs may be used alone in place of a street name sign.

Standard:

When the W14-1 or W14-2 sign is used, the sign shall be posted as near as practical to the entry point or at a sufficient advance distance to permit the road user to avoid the dead end or no outlet condition by turning off, if possible, at the nearest intersecting street.

The DEAD END (W14-1a) or NO OUTLET (W14-2a) signs shall not be used instead of the W14-1 or W14-2 signs where traffic can proceed straight through the intersection into the dead end street or no outlet area.

Option:

The END (W31(CA)) sign may be used where a street or highway ends.

The ROAD ENDS ----- FT (W31A(CA)) sign may be used in advance of the END (W31(CA)) sign.

Support:

Install in a head-on position in combination with an end-of-roadway marker. See Chapter 3C.

See Figure 2C-3(CA) for W31(CA) and W31A(CA) signs.

See Figure 3C-1 and 3C-101(CA) for examples of object markers and more details.

Section 2C.22 Low Clearance Signs (W12-2 and W12-2p)

Standard:

The Low Clearance (W12-2) sign (see Figure 2C-3) shall be used to warn road users of clearances less than 300 mm (12 in) above the statutory maximum vehicle height.

Guidance:

The actual clearance should be shown on the Low Clearance sign to the nearest 25 mm (1 in) not exceeding the actual clearance. However, in areas that experience changes in temperature causing frost action, a reduction, not exceeding 75 mm (3 in), should be used for this condition.

Where the clearance is less than the legal maximum vehicle height, the W12-2 sign with a supplemental distance plaque should be placed at the nearest intersecting road or wide point in the road at which a vehicle can detour or turn around.

In the case of an arch or other structure under which the clearance varies greatly, two or more signs should be used as necessary on the structure itself to give information as to the clearances over the entire roadway.

Clearances should be evaluated periodically, particularly when resurfacing operations have occurred.

Option:

The Low Clearance sign may be installed on or in advance of the structure. If a sign is placed on the structure, it may be a rectangular shape (W12-2p) with the appropriate legend (see Figure 2C-3).

Standard:

The Low Clearance sign (W12-2) shall be used to warn motorists of low structure clearances.

For clearance 4.7 m (15.5 ft) or less, in addition to the W12-2P, two advance Low Clearance signs shall be installed on the right side of the roadway. The first W12-2 sign shall be placed in advance of the nearest intersecting street or highway or wide point in the road at which a motorist can detour or safely turn around.

Guidance:

A Distance Ahead (W34A(CA)) plaque should be placed below the W12-2 sign at this location.

Standard:

The second W12-2 sign shall be placed in advance of the structure.

Support:

No W34A(CA) plaque is needed at the second location.

Standard:

The W12-2 sign shall display the same clearance as shown on the W12-2P sign.

Guidance:

The Distance Ahead (W34A(CA)) plaque when used, should be placed below a W12-2 sign.

Standard:

The ___ FT ___ IN plaque (W12-2P) shall be used to warn motorists of structural clearance 4.7 m (15.5 ft) or less.

Guidance:

The W12-2P plaque should be centered over the traveled way on the approach side of all underpasses, overheads, viaducts, overcrossings, undercrossings, and grade separations for state highways.

Standard:

The W12-2P plaque shall not encroach over the shoulder area.

The W12-2P plaque shall display the minimum vertical clearance to the nearest inch, not exceeding the measured value.

The CAUTION, VERTICAL CLEARANCE ___' ___" Arrow sign (W34C(CA)) shall be used on all blind approaches to structures with clearances 4.7 m (15.5 ft) or less.

Support:

The W34C(CA) sign is used to warn motorists of low structure clearance around corners.

Guidance:

The W34C(CA) sign should be placed at a location where the motorist can detour or safely turn around before making the turn.

Standard:

The W34C(CA) sign shall display the same clearance as shown on the W12-2P sign.

Support:

See Figure 2C-3(CA) for the W34C(CA) sign.

Section 2C.23 BUMP and DIP Signs (W8-1, W8-2)

Guidance:

BUMP (W8-1) and DIP (W8-2) signs (see Figure 2C-4) should be used to give warning of a sharp rise or depression in the profile of the road.

Option:

These signs may be supplemented with an Advisory Speed plaque (see Section 2C.46).

Standard:

The DIP sign shall not be used at a short stretch of depressed alignment that might momentarily hide a vehicle.

Guidance:

A short stretch of depressed alignment that might momentarily hide a vehicle should be treated as a no-passing zone when centerline striping is provided on a two-lane or three-lane road (see Section 3B.02).

Section 2C.24 SPEED HUMP Sign (W17-1)

Guidance:

The SPEED HUMP (W17-1) sign (see Figure 2C-4) should be used to give warning of a vertical deflection in the roadway that is designed to limit the speed of traffic.

If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Section 2C.46).

Option:

If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series.

The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1 sign.

Support:

Speed humps generally provide more gradual vertical deflection than speed bumps. Speed bumps limit the speed of traffic more severely than speed humps. However, this difference in engineering terminology is not well known by the public, so for signing purposes the terms are interchangeable.

Figure 2C-4. Roadway Condition and Advance Traffic Control Signs



*An optional word message sign is shown in the "Standard Highway Signs" book.

Section 2C.25 PAVEMENT ENDS Sign (W8-3)

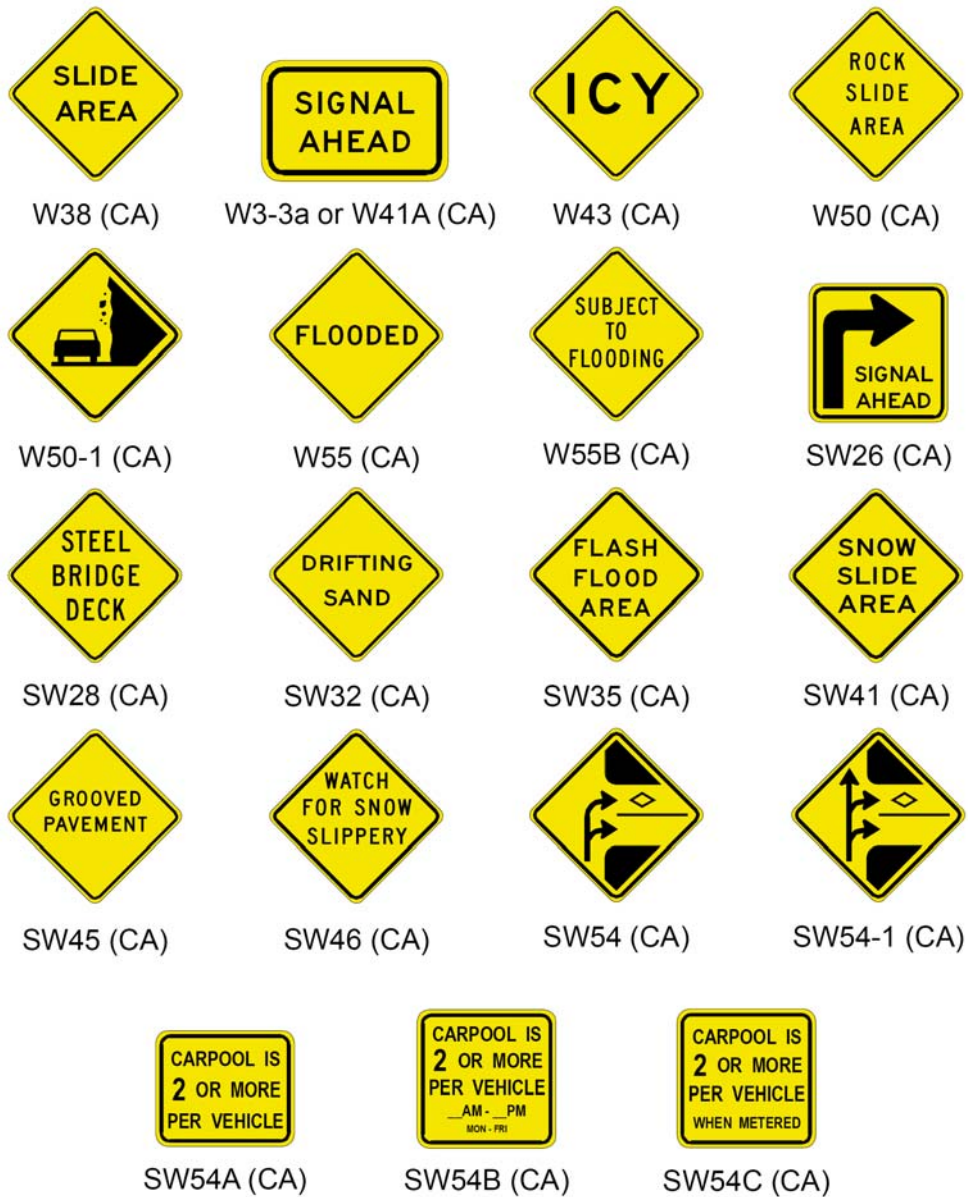
Guidance:

A PAVEMENT ENDS (W8-3) word message sign (see Figure 2C-4) should be used where a paved surface changes to either a gravel treated surface or an earth road surface.

Option:

An Advisory Speed plaque (see Section 2C.46) may be used when the change in roadway condition requires a reduced speed.

Figure 2C-4 (CA). Roadway Condition and Advance Traffic Control Signs



Section 2C.26 Shoulder Signs (W8-4, W8-9, and W8-9a)

Option:

The SOFT SHOULDER (W8-4) sign (see Figure 2C-4) may be used to warn of a soft shoulder condition.

The LOW SHOULDER (W8-9) sign (see Figure 2C-4) may be used to warn of a shoulder condition where there is an elevation difference of less than 75 mm (3 in) between the shoulder and the travel lane.
Guidance:

The SHOULDER DROP OFF (W8-9a) sign (see Figure 2C-4) should be used when an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 75 mm (3 in) in depth for a significant continuous length along the roadway, based on engineering judgment.

Additional shoulder signs should be placed at appropriate intervals along the road where the condition continually exists.

Standard:

When used, shoulder signs shall be placed in advance of the condition (see Table 2C-4).

Support:

The low shoulder condition (elevation difference up to 75 mm (3 in) between shoulder and the travel lane) is not treated as a permanent condition on State highways.

Standard:

The black on yellow background LOW SHOULDER (W8-9) sign shall not be used on State highways.

Option:

The black on orange background LOW SHOULDER (W8-9) sign may be used on State highways to warn of a shoulder condition where there is an elevation difference of less than 75 mm (3 in) between the shoulder and the travel lane. See Section 6F.42.

Section 2C.27 Slippery When Wet Sign (W8-5)

Option:

The Slippery When Wet (W8-5) sign (see Figure 2C-4) may be used to warn that a slippery condition might exist.

Guidance:

When used, a Slippery When Wet sign should be placed in advance of the beginning of the affected section (see Table 2C-4), and additional signs should be placed at appropriate intervals along the road where the condition exists.

Option:

The WATCH FOR SNOW SLIPPERY (SW46(CA)) sign may be used to warn road users of conditions where snow may be on the roadway surface, but chains are not yet required. The SW46(CA) sign may be placed in advance of areas where such conditions may exist, and intermittently as needed where such conditions may exist for long sections of highways.

The SW46(CA) sign may be displayed when weather conditions are such that it would be reasonable to assume that snow on the roadway would be a possibility.

Guidance:

The SW46(CA) sign should be removed when such conditions are no longer present.

Support:

See Figure 2C-4(CA) for the SW46(CA) sign.

Section 2C.28 BRIDGE ICES BEFORE ROAD Sign (W8-13)

Option:

A BRIDGE ICES BEFORE ROAD (W8-13) sign (see Figure 2C-4) may be used in advance of bridges to advise bridge users of winter weather conditions.

The BRIDGE ICES BEFORE ROAD sign may be removed or covered during seasons of the year when its message is not relevant.

The ICY (W43(CA)) sign (see Figure 2C-4(CA)) may be used in advance of locations where an icy condition requires extra caution.

Guidance:

The W43(CA) sign should be used on mountain roads, which may be continuously in the shade and where ice forms during the greater part of the winter. This sign should be covered or removed at the end of the winter season or when the icy condition no longer exists. The sign should be located in advance of the beginning of the icy sections.

Section 2C.29 Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)

Standard:

The Advance Traffic Control symbol signs (see Figure 2C-4) include the Stop Ahead (W3-1), Yield Ahead (W3-2), and Signal Ahead (W3-3) signs. These signs shall be installed on an approach to a primary traffic control device that is not visible for a sufficient distance to permit the road user to

respond to the device (see Table 2C-4). The visibility criteria for a traffic control signal shall be based on having a continuous view of at least two signal faces for the distance specified in Table 4D-1.

Support:

Permanent obstructions causing the limited visibility might include roadway alignment or structures. Intermittent obstructions might include foliage or parked vehicles.

Guidance:

Where intermittent obstructions occur, engineering judgment should determine the treatment to be implemented.

Option:

An Advance Traffic Control sign may be used for additional emphasis of the primary traffic control device, even when the visibility distance to the device is satisfactory.

Word messages (~~W3-1a, W3-2a, W3-3a~~) may be used as alternates to the Advance Traffic Control symbol signs.

A supplemental street name plaque (see Section 2C.49) may be installed above or below an Advance Traffic Control sign.

A warning beacon may be used with an Advance Traffic Control sign.

A BE PREPARED TO STOP (W3-4) sign (see Figure 2C-4) may be used to warn of stopped traffic caused by a traffic control signal or in advance of a section of roadway that regularly experiences traffic congestion.

Standard:

When a BE PREPARED TO STOP sign is used in advance of a traffic control signal, it shall be used in addition to a Signal Ahead sign.

~~Option:~~

~~The BE PREPARED TO STOP sign may be supplemented with a warning beacon (see Section 4K.03).~~

~~Guidance:~~

~~When the warning beacon is interconnected with a traffic control signal or queue detection system, the BE PREPARED TO STOP sign should be supplemented with a WHEN FLASHING (W16-13p) plaque.~~

~~Standard:~~

~~A warning beacon or WHEN FLASHING (W16-13p) plaque shall not be used to supplement the BE PREPARED TO STOP (W3-4) sign. Studies indicate that these devices are generally not effective as warning devices for motorists approaching signalized intersections. The non-use of a warning beacon or WHEN FLASHING (W16-13p) plaque also addresses the situation when a warning beacon is inoperative for any reason.~~

~~Guidance:~~

~~The Stop Ahead sign (W3-1) should not be used in the approach to an intersection where there is channelization and the majority of the traffic turns to the right without being required to stop.~~

~~Option:~~

~~The STOP AHEAD pavement markings may be placed in accordance with Section 3B.19.~~

~~The SIGNAL AHEAD sign (W3-3a) may be used for overhead mastarm and overhead structure mounted locations.~~

~~The SIGNAL/STOP AHEAD Arrow sign (SW26(CA)) may be used in the head-on position where W3-1 and W3-3 signs have proven ineffective.~~

~~Guidance:~~

~~The W3-1 and W3-3 signs should be left in place when the SW26(CA) sign is placed.~~

~~Support:~~

~~See Figure 2C-4(CA) for W3-3a sign.~~

Section 2C.30 Speed Reduction Signs (W3-5, W3-5a)

Guidance:

A Speed Reduction (W3-5 or W3-5a) sign (see Figure 2C-5) should be used to inform road users of a reduced speed zone when engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

Figure 2C-5. Advisory Speed and Speed Reduction Signs

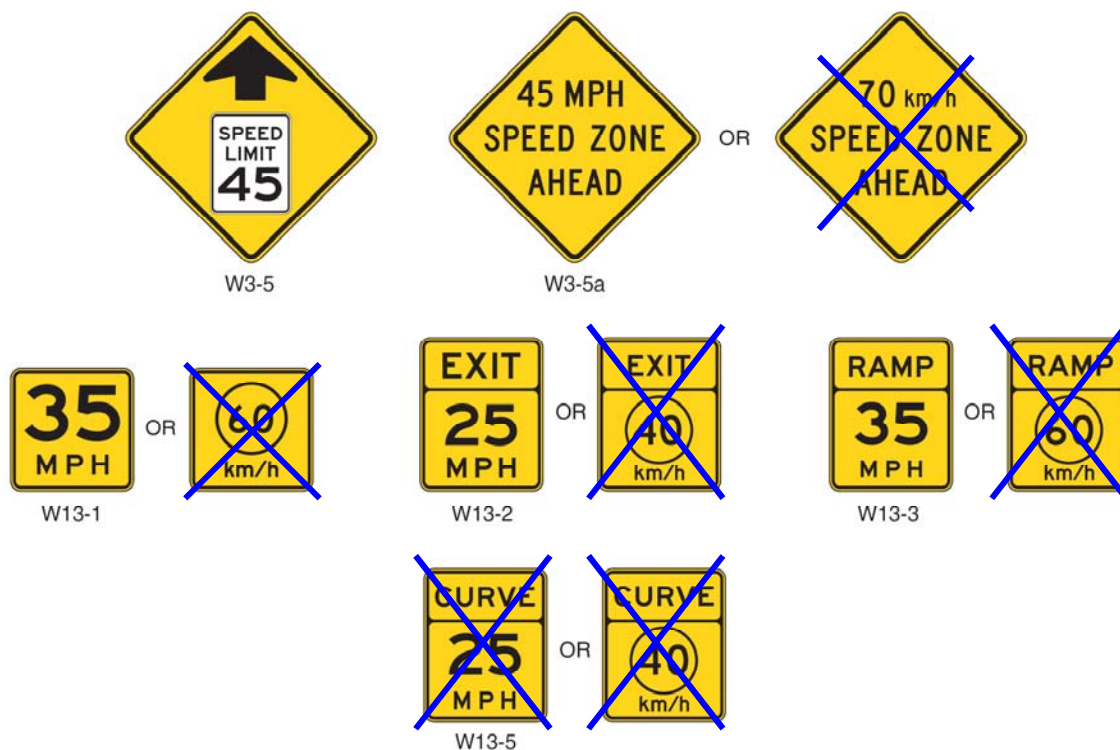


Figure 2C-5 (CA). Advisory Speed and Speed Reduction Signs



Standard:

If used, Speed Reduction signs shall be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the speed limit applies.

The speed limit displayed on the Speed Reduction sign shall be identical to the speed limit displayed on the subsequent Speed Limit sign.

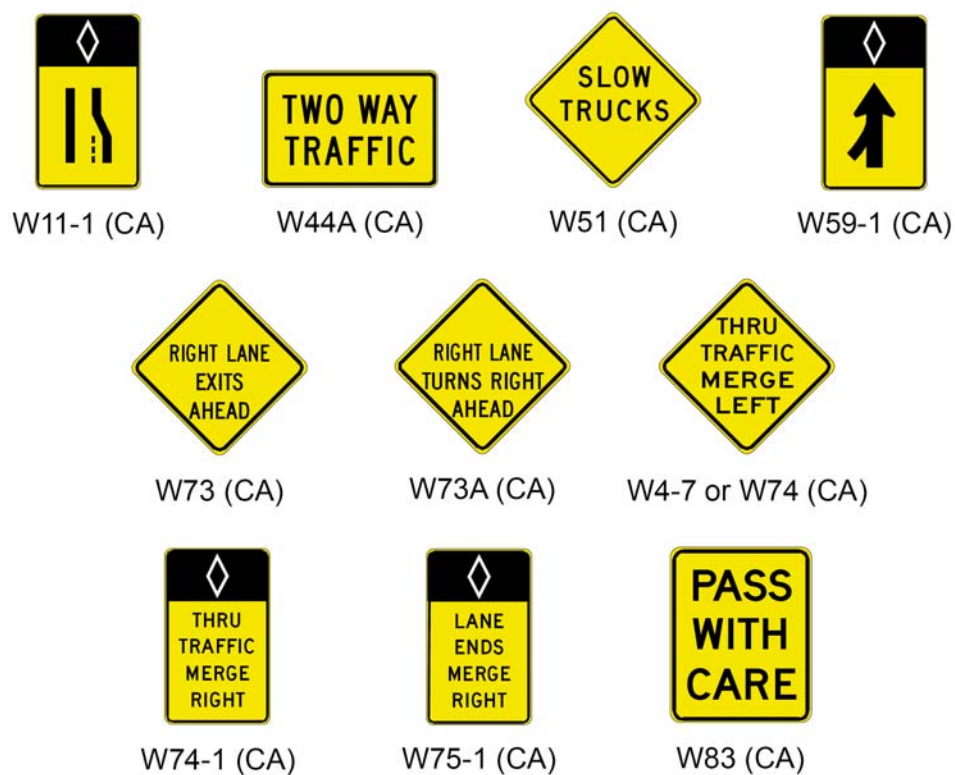
Option:

The TRAILERS-CAMPERS-GUSTY WIND AREA NEXT ___ MILES (SW17-1(CA)) sign may be used where known or potential wind collision problems exist.

Figure 2C-6. Merging and Passing Signs



Figure 2C-6 (CA). Merging and Passing Signs



Support:

See Figure 2C-5(CA) for SW17-1(CA) sign.

Section 2C.31 Merge Signs (W4-1, W4-5)

Option:

A Merge (W4-1) sign (see Figure 2C-6) may be used to warn road users on the major roadway that merging movements might be encountered in advance of a point where lanes from two separate roadways converge as a single traffic lane and no turning conflict occurs.

A Merge sign may also be installed on the side of the entering roadway to warn road users on the entering roadway of the merge condition.

Guidance:

The Merge sign should be installed on the side of the major roadway where merging traffic will be encountered and in such a position as to not obstruct the road user's view of entering traffic.

Where two roadways of approximately equal importance converge, a Merge sign should be placed on each roadway.

When a Merge sign is to be installed on an entering roadway that curves before merging with the major roadway, such as a ramp with a curving horizontal alignment as it approaches the major roadway, the Entering Roadway Merge (W4-5) sign (see Figure 2C-6) should be used to better portray the actual geometric conditions to road users on the entering roadway.

The Merge sign should not be used where two roadways converge and merging movements are not required.

The Merge sign should not be used in place of a Lane Ends sign where lanes of traffic moving on a single roadway must merge because of a reduction in the actual or usable pavement width (see Section 2C.33).

Guidance:

When installed at freeway entrance ramps, the W4-1 sign should be installed in advance of the paved gore area.

Section 2C.32 Added Lane Signs (W4-3, W4-6)

Guidance:

The Added Lane (W4-3) sign (see Figure 2C-6) should be installed in advance of a point where two roadways converge and merging movements are not required. When possible, the Added Lane sign should be placed such that it is visible from both roadways; if this is not possible, an Added Lane sign should be placed on the side of each roadway.

When an Added Lane sign is to be installed on a roadway that curves before converging with another roadway that has a tangent alignment at the point of convergence, the Entering Roadway Added Lane (W4-6) sign (see Figure 2C-6) should be used to better portray the actual geometric conditions to road users on the curving roadway.

Guidance:

When installed at freeway entrance ramps, the sign should be installed in advance of the paved gore area.

Section 2C.33 Lane Ends Signs (W4-2, W9-1, W9-2)

Guidance:

The ~~LANE ENDS MERGE LEFT (RIGHT) (W9-2) word sign, or the~~ Lane Ends (W4-2) symbol sign, should be used to warn of the reduction in the number of traffic lanes in the direction of travel on a multi-lane highway (see Figure 2C-6).

Standard:

For consistency, the ~~LANE ENDS MERGE LEFT (RIGHT) (W9-2) sign is deleted, only~~ Lane Ends (W4-2) symbol sign shall be used.

Option:

The ~~RIGHT (LEFT) LANE ENDS (W9-1) word sign (see Figure 2C-6) may be used in advance of the~~ Lane Ends (W4-2) symbol sign ~~or the LANE ENDS MERGE LEFT (RIGHT) (W9-2) word sign as~~

additional warning or to emphasize that the traffic lane is ending and that a merging maneuver will be required.

On one-way streets or on divided highways where the width of the median will permit, two Lane Ends signs may be placed facing approaching traffic, one on the right side and the other on the left side or median.

The reduction in the number of traffic lanes may also be delineated with roadway edge lines (see Section 3B.09) and/or roadway delineation (see Chapter 3D).

Guidance:

Where an extra lane has been provided for slower moving traffic (see Section 2B.32), a Lane Ends word sign or a Lane Ends (W4-2) symbol sign should be installed in advance of the end of the extra lane.

Lane Ends signs should not be installed in advance of the end of an acceleration lane.

The RIGHT (LEFT) LANE ENDS sign (W9-1) should be used in conjunction with the Lane Ends (W4-2) sign.

Support:

The W9-2 or W4-2 sign is not to be used for a lane drop at an exit.

See Figure 3B-12(CA) for signing and marking applications for lane reductions.

Standard:

The RIGHT (LEFT) LANE EXITS AHEAD (W73(CA)) sign, shall be placed between the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) and the RIGHT (LEFT) LANE MUST EXIT sign (R18A(CA)), at locations where overhead Exit Only signs (E11-1 Series or W61(CA) Series) are not in place for lane drops at freeway exit ramps.

Guidance:

On expressways, the RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD (W73A(CA)) sign should be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Option:

On expressways, the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) may be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Guidance:

On conventional highways, the RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD (W73A(CA)) sign and/or the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) should be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Support:

See Figure 3B-12(CA) for signs and lane reduction markings.

Standard:

The THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) shall be used on freeways and expressways to inform motorists that the outside or inside lane is being dropped at the next exit, and through traffic must merge into the adjacent lane.

Guidance:

The W4-7 sign should not be used for a lane reduction.

Option:

The W4-7 signs may also be used on conventional highways.

Support:

See Figure 2C-6(CA) for W73(CA), W73A(CA) and W4-7 signs.

See Figure 3B-10(CA) for lane drop signing and markings at exit ramps.

Section 2C.34 Two-Way Traffic Sign (W6-3)

Guidance:

A Two-Way Traffic (W6-3) sign (see Figure 2C-6) should be used to warn road users of a transition from a multi-lane divided section of roadway to a two-lane, two-way section of roadway.

A Two-Way Traffic (W6-3) sign with an AHEAD (W16-9p) plaque (see Figure 2C-6) should be used to warn road users of a transition from a one-way street to a two-lane, two-way section of roadway (see Figure 2B-12, Sheet 2 of 2).

Option:

The Two-Way Traffic sign may be used at intervals along a two-lane, two-way roadway and may be used to supplement the Divided Highway (Road) Ends (W6-2) sign discussed in Section 2C.19.

Guidance:

The Two-Way Traffic (W6-3) sign should also be used at locations where motorists could perceive that they are on a one-way roadway when, in fact, they are on a two lane, two-way highway. Following are some typical situations:

- Construction sites where a two-lane highway is being converted to a freeway or an expressway.
- Two-lane, two-way highways where ultimate freeway or expressway right-of-way has been purchased and grading for the full width has been completed.
- Two-lane, two-way highways following long sections of multi-lane freeway or expressway.
- Two-way highway with edge lines but with no centerlines.

Standard:

The TWO WAY TRAFFIC (W44A(CA)) plaque, if used, shall be positioned below the W6-3 sign.

The Black on Yellow PASS WITH CARE sign (W83(CA)), when used, shall be positioned below the Two Way Traffic (W6-3) sign where two-way traffic is being routed over a single roadway of a divided highway and passing is permitted.

Support:

See Figure 3B-12(CA) for signing and marking applications for lane reductions.

Typical example of W6-3 sign application is shown in Figure 3B-104(CA).

Section 2C.35 NO PASSING ZONE Sign (W14-3)

Standard:

The NO PASSING ZONE (W14-3) sign (see Figure 2C-6) shall be a pennant-shaped isosceles triangle with its longer axis horizontal and pointing to the right. When used, the NO PASSING ZONE sign shall be installed on the left side of the roadway at the beginning of no-passing zones identified by either pavement markings or DO NOT PASS signs or both (see Sections 2B.29 and 3B.02).

Section 2C.36 Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)

Standard:

~~Advisory Exit, Ramp, and Curve Speed signs shall be vertical rectangles. The advisory Exit Speed (W13-2), Ramp Speed (W13-3), or Curve Speed (W13-5) signs (see Figure 2C-5) shall be used where engineering judgment indicates the need to advise road users of the recommended speed on an exit, a ramp, or a curve.~~

Guidance:

~~When used, the Exit Speed sign should be installed along the deceleration lane.~~

~~The Exit Speed sign should be visible in time for the road user to make a reasonably safe slowing and exiting maneuver.~~

~~The Ramp Speed sign should be visible in time for the road user to reduce to the recommended speed.~~

Option:

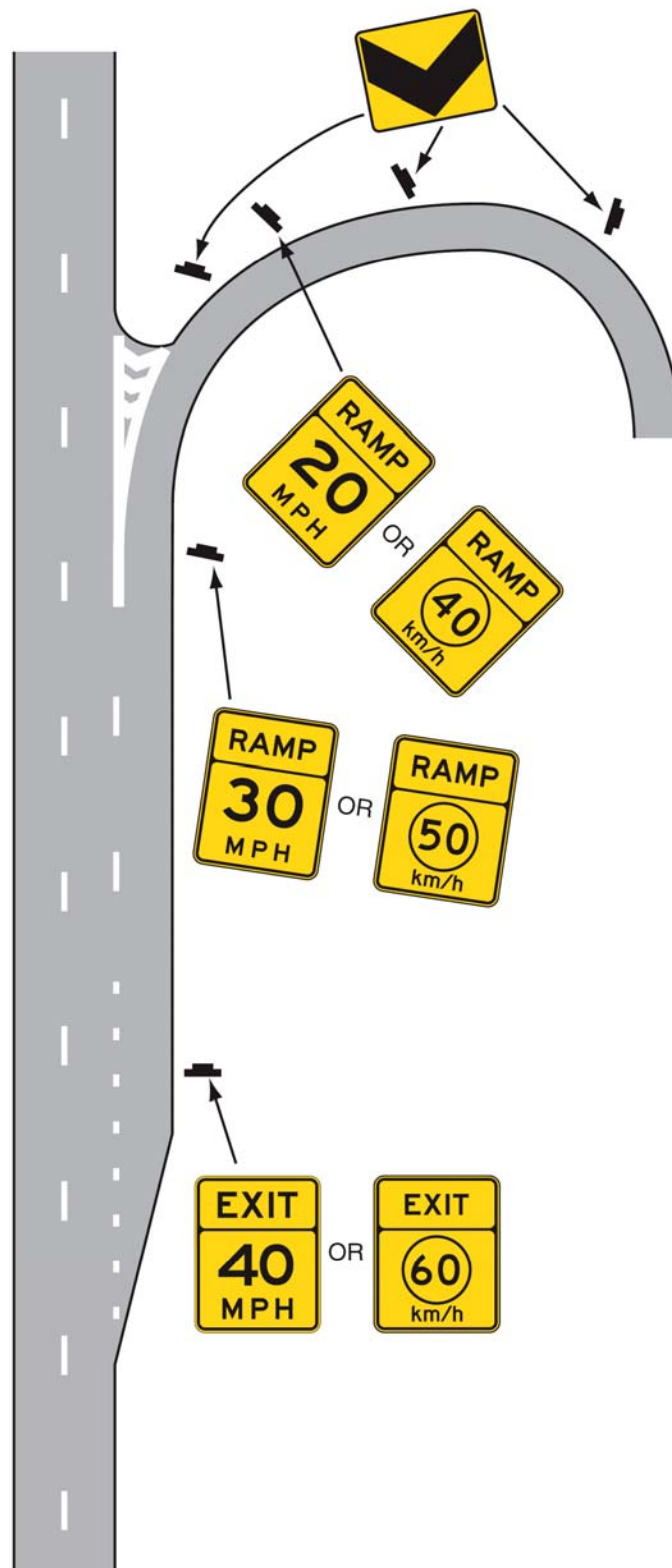
~~One or more Ramp Speed signs may be used along the deceleration lane, beyond the gore, or along the ramp (see Figure 2C-7). Based on engineering judgment, the Ramp Speed sign may be installed on the inside or outside of the curve to enhance its visibility.~~

~~A Turn (W1-1) or Curve (W1-2) sign with an Advisory Speed (W13-1) plaque may be used in place of a Ramp Speed sign if it is located such that it clearly does not apply to drivers on the main roadway.~~

~~A Curve Speed sign may be used at and beyond the beginning of a curve following a Horizontal Alignment and Advisory Speed sign combination, or when there is a need to remind road users of the recommended speed, or where the recommended speed changes because of a change in curvature (see Section 2C.06). Based on engineering judgment, the Curve Speed sign may be installed on the inside or outside of the curve to enhance its visibility.~~

~~The advisory speed may be the 85th percentile speed of free-flowing traffic, the speed corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by an engineering study because of unusual circumstances.~~

Figure 2C-7. Example of Advisory Speed Signing for an Exit Ramp



Support:

~~A 10 degree ball bank indicator reading, formerly used in determining advisory speeds, is based on research from the 1930s. In modern vehicles, the 85th percentile speed on curves approximates a 16 degree reading.~~

~~This is the speed at which most drivers' judgment recognizes incipient instability along a ramp or curve.~~
Guidance:

The Advisory Exit Speed (W13-2) sign should be placed on the right of exit ramps just beyond the neutral area (gore) to advise motorists of the speed at which the exit ramp can be comfortably negotiated. Consideration should also be given to the speed at which traffic can enter the surface street at the end of the ramp if a stop is not required.

Support:

The W13-2 sign is not necessary for an exit ramp that has tangent alignment and terminates at a stop sign or a signal.

Guidance:

The Advisory Ramp Speed (W13-3) sign should be placed on the right of the freeway to freeway connector ramps just beyond the neutral area (gore) where the ramps cannot be comfortably negotiated by motorists at approach speeds.

Where additional warning is needed for ramp curvature beyond the neutral area (gore), a curve warning sign and an advisory speed should be posted.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Section 2C.37 Intersection Warning Signs (W2-1 through W2-6)

Option:

A Cross Road (W2-1) symbol, Side Road (W2-2 or W2-3) symbol, T-Symbol (W2-4), or Y-Symbol (W2-5) sign (see Figure 2C-8) may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. The Circular Intersection (W2-6) symbol sign accompanied by an educational TRAFFIC CIRCLE (W16-12p) plaque (see Figure 2C-8) may be installed in advance of a circular intersection.

The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

An advance street name plaque (see Section 2C.49) may be installed above or below an Intersection Warning sign.

Guidance:

The Intersection Warning sign should illustrate and depict the general configuration of the intersecting roadway, such as cross road, side road, T-intersection, or Y-intersection.

Intersection Warning signs, other than the Circular Intersection symbol (W2-6) sign and the T-intersection symbol (W2-4) sign, should not be used on approaches controlled by STOP signs, YIELD signs, or signals. The Circular Intersection symbol (W2-6) sign should be installed on the approach to a YIELD sign controlled roundabout intersection.

Where the side roads are not opposite of each other, the symbol for the intersection should indicate a slight offset.

Option:

A bulb shape may be placed on the appropriate leg of the Cross Road (W2-1), Side Road (W2-2 or W2-3), T-Symbol (W2-4), or Y-Symbol (W2-5) advance intersection signs to indicate a "Dead End" condition. See Section 2C.21 for DEAD END (W14-1) sign.

Guidance:

The END FREEWAY _____ MI (W69(CA)) sign should be used at locations where traffic leaving the freeway comes into a lower standard roadway. At problem locations dual installations with yellow flashing beacons or overhead installations should be considered. The W69(CA) sign should also be used at transitions from freeways to expressways.

Option:

The END FREEWAY sign (SW36(CA)) may be used at locations where traffic leaving the freeway comes into a lower standard roadway. It may also be used where additional emphasis is needed for the W69(CA) sign.

Figure 2C-8. Intersection Warning Signs

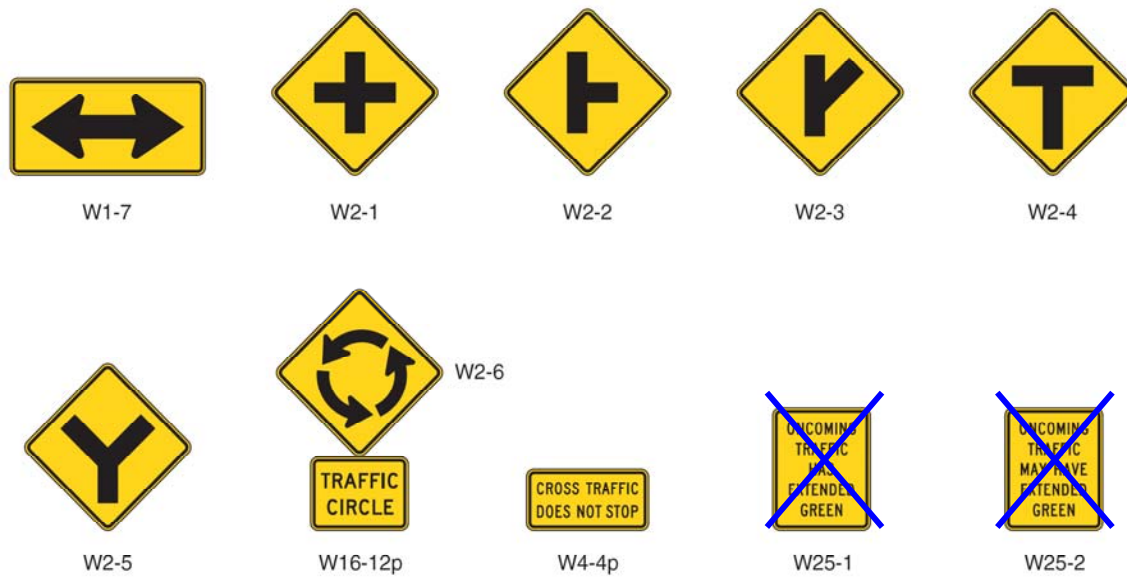


Figure 2C-8 (CA). Intersection Warning Signs



Guidance:

The CROSS TRAFFIC AHEAD sign (W70(CA)) should be used at locations where traffic leaves a freeway section and enters an expressway section to warn motorists that crossing at grade may be expected.

Option:

Where two sections of freeway are connected by a section of expressway of a relatively short distance, the Next Distance (W7-3a) plaque may be installed below the W70(CA) sign.

Support:

See Figure 2C-8(CA) for W69(CA), W70(CA) and SW36(CA) signs.

Section 2C.38 Two-Direction Large Arrow Sign (W1-7)

Standard:

The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-8) shall be a horizontal rectangle.

If used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, approaching traffic.

The Two-Direction Large Arrow sign shall not be used where there is no change in the direction of travel such as at the beginnings and ends of medians or at center piers.

Guidance:

The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-7 sign. Refer to Chapter 3C.

Section 2C.39 Traffic Signal Signs (W25-1, W25-2)

Standard:

~~Unless a separate left turn signal face is provided and is operated as described in Section 4D.06, if the possibility exists that a CIRCULAR YELLOW signal indication could be displayed to an approach from which drivers are turning left permissively without the simultaneous display of a CIRCULAR YELLOW signal indication to the opposing approach (see Section 4D.05), either a W25-1 or a W25-2 sign (see Figure 2C-8) shall be installed near the left-most signal head. If the operation described in the previous sentence occurs on a cycle-by-cycle basis during all times that the traffic control signal is operated in the stop-and-go mode, the ONCOMING TRAFFIC HAS EXTENDED GREEN (W25-1) sign shall be used; if the operation occurs only occasionally, the ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN (W25-2) sign shall be used.~~

Guidance:

The "yellow trap" should be eliminated rather than trying to correct it with these signs. See Part 4.

Section 2C.40 Vehicular Traffic Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14)

Option:

Vehicular Traffic (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14) signs (see Figure 2C-9) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing symbol (W11-10) sign.

Support:

These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

Vehicular Traffic signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.

If the condition or activity is seasonal or temporary, the Vehicular Traffic sign should be removed or covered when the condition or activity does not exist.

Option:

Supplemental plaques (see Section 2C.43) with legends such as AHEAD, XX METERS (XX FEET), NEXT XX km (NEXT XX MILES), or SHARE THE ROAD may be mounted below Vehicular Traffic signs to provide advance notice to road users of unexpected entries.

Standard:

The Emergency Vehicle (W11-8) sign with the EMERGENCY SIGNAL AHEAD (W11-12p) supplemental plaque (see Figure 2C-9) shall be placed in advance of all emergency-vehicle traffic control signals (see Chapter 4F).

Option:

The Emergency Vehicle (W11-8) sign, or a word message sign indicating the type of emergency vehicle (such as rescue squad), may be used in advance of the emergency vehicle station when no emergency vehicle traffic control signal is present.

Standard:

The Emergency Vehicle (W11-8) sign or the EMERGENCY VEHICLES sign (SW52(CA)) shall be used for all types of emergency vehicles.

Guidance:

Vehicular Traffic signs should not be placed on the highway where the unexpected entry is located on an intersecting roadway.

Option:

The Snowmobile (W11-6) and Golf Cart (W11-11) signs may be used to alert road users to locations where unexpected entries into the roadway by snowmobiles or golf carts might occur, such as at snowmobile or golf cart crossings. Refer to CVC 38025. Also refer to CVC 21115.1.

The W11-11 sign may also be used in combination with the SHARE THE ROAD (W16-1) sign at locations where a local agency permits the sharing of the roadway with slower moving golf carts. Refer to CVC 21115.

Option:

The OFF HIGHWAY VEHICLES (SW47(CA)) sign may be used in advance of a segment of highway that permits the use of regular vehicular traffic and also the driving of off highway motor vehicles on that portion of the highway.

Guidance:

A Next Distance (W7-3a) plaque should supplement this sign.

Option:

The WATCH FOR SNOW REMOVAL EQUIPMENT (SW58(CA)) sign may be used on highways leading to snow areas.

Guidance:

The SW58(CA) sign should be covered or removed during the summer season.

Support:

The SW58(CA) sign is normally placed at lower elevations where the first snow is usually encountered.

Support:

See Figure 2C-9(CA) for the SW47(CA), SW52(CA) and SW58(CA) signs.

Section 2C.41 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9)

Option:

Nonvehicular signs (see Figure 2C-10) may be used to alert road users in advance of locations where unexpected entries into the roadway or shared use of the roadway by pedestrians, animals, and other crossing activities might occur.

Support:

These conflicts might be relatively confined, or might occur randomly over a segment of roadway.

Option:

When used in advance of a crossing, Nonvehicular warning signs may be supplemented with supplemental plaques (see Section 2C.43) with the legend AHEAD, XX METERS (XX FEET), or NEXT XX km (NEXT XX MILES) to provide advance notice to road users of crossing activity.

Standard:

When used at the crossing, Nonvehicular signs shall be supplemented with a diagonal downward pointing arrow (W16-7p) plaque (see Figure 2C-11) showing the location of the crossing.

Option:

The crossing location may be defined with crosswalk markings (see Section 3B.17).

Pedestrian, Bicycle, and School signs and their related supplemental plaques may have a fluorescent yellowgreen background with a black legend and border.

Guidance:

When a fluorescent yellow-green background is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a selected site area should be avoided.

Nonvehicular signs should be used only at locations where the crossing activity is unexpected or at locations not readily apparent.

Support:

Refer to CVC 21805 for the Equestrian (W11-7) sign.

Refer to CVC 21364 and 21365 for the Cattle (W11-4) sign.

Figure 2C-9. Vehicular Traffic Signs



Figure 2C-9 (CA). Vehicular Traffic Signs



Standard:

The Pedestrian Crossing symbol (W11A-2) sign (W54(CA)) is deleted. The Pedestrian Crossing (W11-2) sign and a diagonal downward pointing arrow (W16-7P) plaque combination shall be used instead.

Option:

The existing W11A-2 signs may remain in place until maintenance is required or existing inventory is depleted.

Guidance:

The Deer Crossing (W11-3) sign should be used only after confirmation from a Department of Fish and Game warden having jurisdiction in the area that a substantial problem exists.

Option:

The Migrating Bears (SW59(CA)) sign may be used in advance of an area known to be inhabited by bear and there have been reported instances where bears are crossing the roadway.

Guidance:

If used, the NEXT XX MILES supplemental plaque should be placed at approximately 8 km (5 mi) intervals, or when intersecting major traffic generators.

Option:

The DEAF CHILDREN NEAR (SW38(CA)) sign may be used on city streets or county roads to indicate that a deaf child is near. Refer to CVC 21351.7.

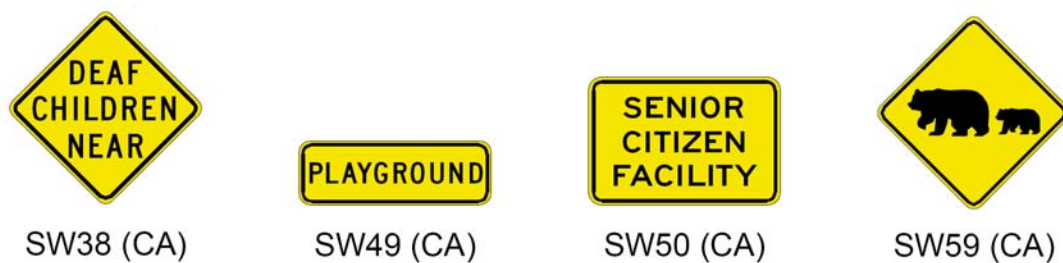
Guidance:

The SENIOR CITIZEN FACILITY (SW50(CA)) sign should not be used alone.

Figure 2C-10. Nonvehicular Traffic Signs



Figure 2C-10 (CA). Nonvehicular Traffic Signs



Option:

The SW50(CA) sign may be used in combination, above the Speed Limit (R2-1 (25,20 or 15)) sign on any street or road, other than a State highway, with a speed limit greater than 40 km/h (25 mph) that is adjacent to a senior citizen facility. Refer to CVC 22352 and 22358.4.

Support:

See Figure 2C-10(CA) for SW38(CA), SW50(CA) and SW59(CA) signs.

Figure 2C-11. Supplemental Warning Plaques



Figure 2C-11 (CA). Supplemental Warning Plaques



W34A (CA)

Section 2C.42 Playground Sign (W15-1)

Option:

The Playground (W15-1) sign (see Figure 2C-10) may be used to give advance warning of a designated children's playground that is located adjacent to the road. The Playground sign may have a fluorescent yellow-green background with a black legend and border.

Guidance:

If the access to the playground area requires a roadway crossing, the application of crosswalk pavement markings (see Section 3B.17) and Nonvehicular signs (see Section 2C.41) should be considered.

The PLAYGROUND (SW49(CA)) sign should not be used alone.

Option:

The SW49(CA) sign may be used in combination above the Speed Limit (R2-1 (25)) sign or WHEN CHILDREN ARE PRESENT (S4-2) sign on any street or road, other than a state highway, with a speed limit greater than 25 mph that is adjacent to a children's playground within a public park. Refer to CVC 22357.1.

Support:

See Figure 2C-10(CA) for SW49(CA) sign.

Section 2C.43 Use of Supplemental Plaques

Option:

A supplemental plaque may be displayed with a warning sign when engineering judgment indicates that road users require additional information beyond that contained in the main message of the warning sign.

Standard:

Supplemental plaques shall be used only in combination with warning or regulatory signs. They shall not be mounted alone or displayed alone. If used, a supplemental plaque shall be installed on the same post(s) as the warning sign.

Section 2C.44 Design of Supplemental Plaques

Standard:

A supplemental plaque shall have the same color legend, border, and background as the warning sign with which it is displayed. Supplemental plaques shall be square or rectangular.

Section 2C.45 Distance Plaques (W16-2 series, W16-3 series, W16-4, W7-3a)

Option:

The Distance Ahead (W16-2 series and W16-3 series) plaques (see Figure 2C-11) may be used to inform the road user of the distance to the condition indicated by the warning sign.

The Next Distance (W7-3a and W16-4) plaques (see Figures 2C-2 and 2C-11) may be used to inform road users of the length of roadway over which the condition indicated by the warning sign exists.

The Distance Ahead (W34A(CA)) plaque may be used to inform the road user of the distance to the condition indicated by the warning sign.

Guidance:

When the distance is in miles, the mileage shown should be to the nearest 1/4 mile for a distance of less than 1 mile and to the nearest mile for distances over one mile. The text "MILE" should be used for a distance of one mile or less. The text "MILES" should be used for distances over one mile.

Section 2C.46 Advisory Speed Plaque (W13-1)

Option:

The Advisory Speed (W13-1) plaque (see Figure 2C-5) may be used to supplement any warning sign to indicate the advisory speed for a condition.

Standard:

The Advisory Speed plaque shall be used where an engineering study indicates a need to advise road users of the advisory speed for a condition.

If used, the Advisory Speed plaque shall carry the message XX km/h (XX MPH). The speed shown shall be a multiple of 10 km/h or 5 mph.

Except in emergencies or when the condition is temporary, an Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.

Guidance:

Because changes in conditions, such as roadway geometrics, surface characteristics, or sight distance, might affect the advisory speed, each location should be periodically evaluated and the Advisory Speed plaque changed if necessary.

Option:

The advisory speed may be the 85th-percentile speed of free-flowing traffic, the speed corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by an engineering study because of unusual circumstances.

Support:

A 10-degree ball bank indicator reading, formerly used in determining advisory speeds, is based on research from the 1930s. In modern vehicles, the 85th-percentile speed on curves approximates a 16-degree reading. This is the speed at which most drivers' judgment recognizes incipient instability along a ramp or curve.

Standard:

If used, the speed shown on the W13-1 plaque shall not be in excess of the posted or maximum speed limit. The advisory speed shall be determined in accordance with Section 2C.101(CA).

The Advisory Speed Plaque shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used, it shall be positioned below the warning sign.

Section 2C.47 Supplemental Arrow Plaques (W16-5p, W16-6p, W16-7p)

Guidance:

If the condition indicated by a warning sign is located on an intersecting road and the distance between the intersection and condition is not sufficient to provide adequate advance placement of the warning sign, a Supplemental Arrow (W16-5p, W16-6p, W16-7p) plaque (see Figure 2C-11) should be used below the warning sign.

Standard:

Supplemental Arrow plaques (see Figure 2C-2) shall have the same legend design as the Advance Turn Arrow and Directional Arrow auxiliary signs (see Sections 2D.25 and 2D.26) except that they shall have a black legend and border on a yellow or fluorescent yellow-green background, as appropriate.

Section 2C.48 Hill-Related Plaques (W7-2 Series, W7-3 Series)

Guidance:

Hill-Related (W7-2 series, W7-3 series) plaques (see Figure 2C-11) or other appropriate legends and larger signs should be used for emphasis or where special hill characteristics exist.

On longer grades, the use of the distance plaque (W7-3a or W7-3b) at periodic intervals of approximately 1.6 km (1 mi) spacing should be considered.

Option:

The WATCH DOWNHILL SPEED (SW4-1(CA)) sign may be used on long downhill grades to remind motorists to maintain the posted speed.

Section 2C.49 Advance Street Name Plaque (W16-8, W16-8a)

Option:

An Advance Street Name (W16-8 or W16-8a) plaque (see Figure 2C-11) may be used with any Intersection sign (W2 series) or Advance Traffic Control (W3 series) sign to identify the name of the intersecting street.

Section 2C.50 CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p)

Option:

The CROSS TRAFFIC DOES NOT STOP (W4-4p) plaque (see Figure 2C-8) may be used in combination with a STOP sign when engineering judgment indicates that conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop.

Alternate messages such as TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP may be used on the W4-4p plaque when such messages more accurately describe the traffic controls established at the intersection.

Standard:

If the W4-4p plaque is used, it shall be installed below the STOP sign.

Guidance:

The CROSS TRAFFIC DOES NOT STOP (W4-4p) plaque (see Figure 2C-8) should be used in combination with a STOP sign at two-way stop-controlled intersections when a conversion from four-way stop to two-way stop operation is implemented.

Section 2C.51 SHARE THE ROAD Plaque (W16-1)

Option:

In situations where there is a need to warn drivers to watch for other slower forms of transportation traveling along the highway, such as bicycles, golf carts, horse-drawn vehicles, or farm machinery, a SHARE THE ROAD (W16-1) plaque (see Figure 2C-11) may be used.

Section 2C.52 High-Occupancy Vehicle (HOV) Plaque (W16-11)

Option:

In situations where there is a need to warn drivers in an HOV lane of a specific condition, a HOV (W16-11) plaque (see Figure 2C-11) may be used. The HOV plaque may be used to differentiate a warning sign specific for HOV lanes when the sign is also visible to traffic on the adjoining general purpose roadway. Among the warning signs that may be possible applications of the HOV plaque are the Advisory Speed, Advisory Exit Speed, Added Lane, and Merge signs.

The diamond symbol may be used instead of the word message HOV on the W16-11 plaque. When appropriate, the words LANE or ONLY may be used on this plaque.

Section 2C.53 PHOTO ENFORCED Plaque (W16-10)

Option:

A PHOTO ENFORCED (W16-10) plaque (see Figure 2C-11) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.

Standard:

If used below a warning sign, the PHOTO ENFORCED plaque shall be a rectangle with a black legend and border on a yellow background.

Section 2C.101(CA) Advisory Speed on Curve and Turn Warning Signs

Guidance:

In determining the need for curve or turn warning signs, consideration should be given to driver expectancy based on the driving environment. If the curve can be driven at legal speed without discomfort, there is normally no need for a sign. A curve warning sign should be considered in advance of any curve that produces a reading of 10 degrees on a Ball Bank Indicator at speeds lower than the approach speed. If a curve warning sign is needed, it should be supplemented with an advisory speed message.

A mechanical or electronic Ball Indicator should be used to determine the advisory speed for curves.

Support:

This speed is shown on the Horizontal Alignment signs (see Section 2C.06), Combination Horizontal Alignment/Advisory Speed Signs (see Section 2C.07), Advisory Exit, Ramp, and Curve Speed Signs (see Section 2C.36) and Advisory Speed Plaque (see Section 2C.46).

Option:

The Advisory Speed (W13-1) plaque may also be used with a number of other warning signs.

Support:

See the sign policy for the Advisory Speed (W13-1) plaque in Section 2C.46 for more details.

One method of determining the advisory speed is to drive the curve at several selected uniform speeds and plot the Ball Bank Indicator readings as shown in Figure 2C-102(CA).

Guidance:

A minimum of three speed runs should be made in each direction.

Support:

The limiting Ball Bank Indicator value for comfort is 15° for speeds of 30 km/h (20 mph) or less, approximately 12.5° for speeds of 40 to 50 km/h (25 to 30 mph), inclusive and 10° for speeds of 55 km/h (35 mph) or higher.

Standard:

The speeds shown on the sign shall be in mph.

Guidance:

The speed shown on the sign should be in 5 mph increments to the lowest appropriate speed found for the condition.

Section 2C.102(CA) Roadway Surface Condition Signs (W8-8, W38(CA), W50(CA), W50-1(CA), W55(CA), W55B(CA), SW28(CA), SW32(CA), SW35(CA), SW41(CA), SW45(CA))

Option:

The ROUGH ROAD (W8-8) sign (see Figure 2C-4) may be used in advance of a section of rough road where a reduction in speed may be necessary for a motorist's comfort. It may be desirable to supplement this sign with an Advisory Speed (W13-1) plaque. Where the rough road is 1.6 km (1 mi) or more in length, the W8-8 sign may be supplemented with a Next Distance (W7-3a) plaque.

The SLIDE AREA (W38(CA)) sign may be used in advance of where slides on the highway could be expected.

The SNOW SLIDE AREA (SW41(CA)) sign may be used in areas of known snow slide or avalanche activity.

The Next Distance (W7-3a) plaque may be used below the W38(CA), W50(CA), W50-1(CA) and SW41(CA) signs.

Guidance:

The Rock Slide Area word message (W50(CA)) or symbol (W50-1(CA)) signs should be used where rocks from hillsides or cut slopes frequently fall on the traveled way.

Guidance:

The FLOODED sign (W55(CA)) should be used in advance of locations where the highway is flooded.

Standard:

The W55(CA) signs shall be removed or covered when the condition no longer exists.

Option:

The SUBJECT TO FLOODING (W55B(CA)) sign may be used for signing in advance of locations where it is anticipated that the highway may periodically flood. A Next Distance (W7-3a) plaque may supplement this sign.

The FLASH FLOOD AREA sign (SW35(CA)) may be used in advance of depressions in the highway alignment that are subject to flash flooding.

Option:

The DRIFTING SAND (SW32(CA)) Sign may be used to warn traffic of drifting sand on the roadway.

Option:

The GROOVED PAVEMENT (SW45(CA)) sign may be used to alert motorcyclists and other road users of a roadway surface which has been grooved longitudinally to improve its wet weather traction.

Guidance:

Use of this sign should be limited to locations where experience indicates it is necessary to inform motorists of the existence of this type of surface.

Guidance:

The STEEL BRIDGE DECK (SW28(CA)) sign should be placed in advance of a bridge that has a roadway surface fabricated in steel to alert the road user of a potential change in vehicle handling characteristics.

Support:

See Figure 2C-4(CA) for the W38(CA), W50(CA), W50-1(CA), W55(CA), W55B(CA), SW32(CA), SW35(CA), SW41(CA) and SW45(CA) signs.

Section 2C.103(CA) SLOW TRUCKS Sign (W51(CA))

Option:

The SLOW TRUCKS (W51(CA)) sign (see Figure 2C-6(CA)) may be used to inform drivers that slow moving trucks substantially interfere with the flow of traffic. The Next Distance (W7-3a) plaque may be used with the W51(CA) sign.

Section 2C.104(CA) TUNNEL Sign (SW37(CA))

Option:

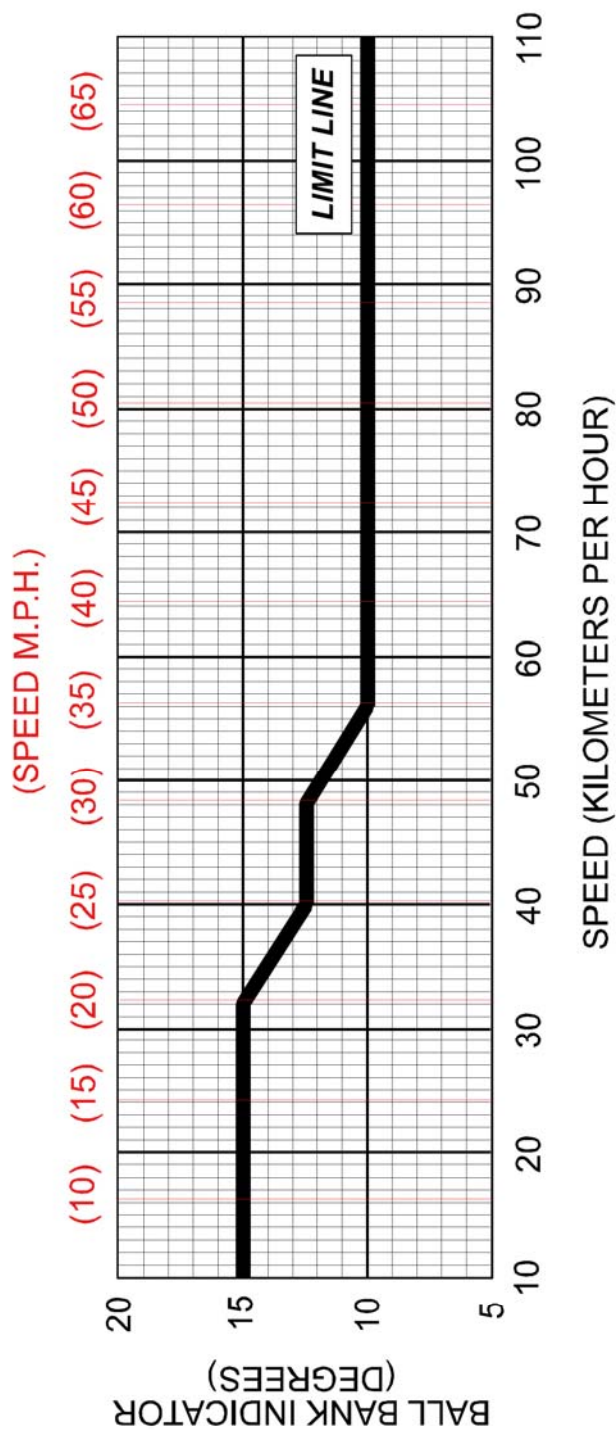
The TUNNEL (SW37(CA)) Sign may be used to warn road user that there is a tunnel ahead.

Support:

See Figure 2C-3(CA) for the SW37(CA) sign.

Figure 2C-101 (CA). Determination of Comfortable Speed From Ball Bank Indicator Readings

Driver _____	Type of Pavement _____	Co. _____ Rte. _____ To _____ PM _____
Observer _____	Condition of Pavement _____	Sta. _____ To _____
Vehicle _____	Min. Sight Dist. Thru Curve _____	Direction _____
Date _____	Approach Speed _____	Weather _____
	(Estimated or Observed) _____	



Section 2C.105(CA) Downward Arrow Sign (SW44(CA))

Option:

The Downward Arrow (SW44(CA)) sign may be used where object markers (see Chapter 3C) may be ineffective, with the downward arrow either left or right, to mark obstructions in the roadway where traffic is permitted to pass on one side only.

Support:

See Figure 2C-3(CA) for the SW44(CA) sign.

Section 2C.106(CA) TRACTOR-SEMI OVER ____ FEET KINGPIN TO REAR AXLE NOT ADVISED Sign (SW48(CA))

Option:

The TRACTOR-SEMI OVER ____ FEET KINGPIN TO REAR AXLE NOT ADVISED (SW48(CA)) sign may be used on certain specified conventional highways and freeways that have restricted turning radii.

Standard:

At freeway offramps to restricted conventional highways, the freeway sign shall be installed with a NEXT EXIT (SW 48-1(CA)) sign.

Guidance:

The SW48(CA) sign should be located far enough in advance of the restricted area to allow the vehicle operator time to select an alternate route.

Option:

The NEXT EXIT (SW48-1(CA)) sign or Next Distance (W7-3a) plaque may supplement the SW48(CA) sign, as appropriate. Alternate messages for the SW 48-1(CA) sign may be NEXT RIGHT, SECOND EXIT, SECOND RIGHT, NEXT LEFT or SECOND LEFT.

Support:

See Figure 2C-3(CA) for the SW48(CA) and SW48-1(CA) signs.

Section 2C.107(CA) HOV Signs (W11-1(CA), W59-1(CA), W72B(CA), W74-1(CA), W75-1(CA), SW54(CA), SW54-1(CA), SW54A(CA), SW54B(CA) and SW54C(CA))

Guidance:

The HOV Lane Reduction (W11-1(CA)) sign should be used to warn of a reduction in the number of HOV lanes.

The HOV Merge (W59-1(CA)) sign should be used in advance of locations where HOV lanes converge. This includes HOV drop ramps where high speeds and volumes prevail and merging or weaving must be accomplished in a relative short distance.

The HOV Advisory Exit (Ramp) Speed (W72-B(CA)) sign when used, should be placed on the left of an HOV drop ramp or freeway to freeway connector to advise motorists of the speed at which the drop ramp or freeway to freeway connector can be comfortably negotiated.

The HOV THRU TRAFFIC MERGE LEFT (RIGHT) sign (W74-1(CA)) should be used to inform motorists that the outside or inside lane of an HOV facility with two or more directional HOV lanes is being dropped at the next exit and through HOV traffic must merge into the adjacent HOV lane. This sign should not be used for a lane reduction.

The HOV LANE ENDS MERGE LEFT (RIGHT) sign (W75-1(CA)) should be used on an HOV facility to warn of the reduction in the number of HOV lanes.

Option:

The HOV Lane Selection SW54(CA) and SW54-1(CA) signs may be used as an advance warning that motorists will have to choose whether or not to be in a carpool lane. These signs may be used where geometrics make entrapment likely or where there is a history of vehicles being entrapped in a carpool lane.

Guidance:

The SW54(CA) and SW54-1(CA) signs should not be used at the entrance of a carpool lane.

SW54B(CA) or SW54C(CA) signs so that motorists can determine if they are eligible to use the carpool lane.

Support:

See Figure 2C-4(CA) for SW54(CA), SW54-1(CA), SW54A(CA), SW54B(CA) and SW54C(CA) signs.

See Figure 2C-5(CA) for W72B(CA) sign.

See Figure 2C-6(CA) for W11-1(CA), W59-1(CA), W74-1(CA) and W75-1(CA) signs.